



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

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**CREAM LUSTRES**  
TWO QUALITIES  
\$10.00 and \$12.50  
per piece of 80 yards  
**ALEX. ROSS & Co.**  
4, DES VOGES ROAD CENTRAL.  
(891)

No. 17,483.

號三十八百四千七萬一第

日七十二月四年寅甲

HONGKONG, THURSDAY, MAY 21st, 1914.

四拜禮

號一十二月五年三國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

### KNORR'S SOUP SQUARES.

HAVE YOU NOT TASTED THEM YET?

TRY THEM TO-DAY AND YOU WILL ALWAYS BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

### F. BLACKHEAD & CO.

ICE HOUSE STREET.

Tel. 86.

Hongkong, 5th May, 1914.

(495)

### GREEN ISLAND CEMENT COMPANY.

#### PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 9th December, 1913.

(1407)

### MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MURATA, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW, AND KAMITAMADA Collieries.

AGENTS FOR SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KYOTO, YOKOHAMA, NAGOYA, TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI." Codes: A.I.A.B.C. 5th Ed., Western Union.

CHINKIANG—Messrs. GHEARING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BORNES & Co. LTD. GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., Ltd.

For Particulars, apply to K. KATO, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914.

(614)

### PEAK TRAMWAY COMPANY, LIMITED.

#### TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 " to 10.00 " " 10 "  
10.00 " to 11.00 " " 15 "  
11.30 " to 12.45 p.m. " 15 "  
12.45 p.m. to 1.15 " " 10 "  
1.15 " to 1.45 " " 15 "  
1.45 " to 2.15 " " 10 "  
2.15 " to 3.00 " " 15 "  
3.00 " to 3.10 " " 10 "

NIGHT CARS.  
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter-Hour.

SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 " to 11.00 " " 10 "  
11.45 " to 12.00 noon " 15 "  
12.00 noon to 1.00 p.m. " 10 "  
1.00 p.m. to 3.00 " " 15 "  
3.00 " to 6.00 " " 10 "  
6.00 " to 7.00 " " 15 "

NIGHT CARS as on Week Days.

SATURDAYS.  
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexander Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st October, 1913.

(502)

### THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 508, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful hoists, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

#### WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards of 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. (712)

## SOUTH

### MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

#### TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.		SOUTH BOUND.	
Connecting at Harbin with	Departure from Harbin	Connecting at Harbin with	Departure from Harbin
Trans-Siberian Express	8.00 a.m.	Trans-Siberian Express	8.00 a.m.
Trans-Siberian Express	1.00 p.m.	Trans-Siberian Express	1.00 p.m.
Trans-Siberian Express	4.00 p.m.	Trans-Siberian Express	4.00 p.m.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time. The above facts do not include the Express Train Berth Fee. Through Registration of Baggage.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa; and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHINA THROUGH SERVICE.—Three Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimoda.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Harbin (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISENBUREAU DER HAMBURG-AMERICA LINE; the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

#### SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANFEST." Codes: A.B.C. 5th Ed., A.I. and Lieber's.

#### FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

#### MINING DEPARTMENT.

#### SOUTH MANCHURIA RAILWAY CO., DAIREN.

(681)

### BECK & CO., BREMEN.

#### KAISER BREWERY.

#### BECK'S BEER,

#### KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

### MACEWEN, FRICKEL & Co.

(368)

### THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBURG & Co., GENERAL AGENTS).

#### OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 BY 12" PLANKS TO 18 BY 18" LOGS. FLOORINGS, 1 BY 4", 1 BY 6", 1 1/2 BY 4" AND 1 1/2 BY 6". SEATS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY.

TELEPHONE No. 1170. LITTON-BOX 420.

Hongkong, 20th May, 1914.

(723)

### MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used. Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Auxiliary Machinery, Wair's Auxiliary Machinery, Stone's Manganese Bronze, Pulameter and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	83 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons. The Salvage Steamer "OUKA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADUCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	2,000 Tons.
Max. Length of Ship taken in	460 Feet.	530 Feet.
Max. Breadth	58 "	86 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shovel, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913. (720)

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\$2.75 Each

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(20)

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30 CTS. PER PACKET.

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### HONGKONG HOTEL.

Recently Refurnished and Redecorated. Large Airy Public Rooms. Electric Lighting, Lifts and Fans. Suites de Luxe. Bedrooms with European Bath and Lavatory attached. Perfect Sanitation. A LA CARTE GILL ROOM. J. H. TAGGART, Manager.

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#### CENTRAL LOCATION

All Electric Trams Pass Entrance. One Minute's Walk from Ferry. Telephones on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System Throughout. Best of Food and Service. Hotel Launch Meets All Steamers. Telephone No. 873. Tel. Address: "VICTORIA." R. H. NORTH, Manager.

### GRAND HOTEL.

#### QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL. A FIRST-CLASS STRINGED ORCHESTRA. Renda Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tea and Dinner. Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

Telephone No. 127. TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.

(81)

### PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL. FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers. P. O. FEUSTLER, Manager. (1403)

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Hotel electrically lighted, and under experienced European Supervision. GARDENS AND CHAMBERS PROVIDED. Every Information and Special Attention given to Tourists.

REASONABLE RATES. WM. FARMER, Proprietor. (363)

### SIEN TING.

SURGEON-DENTIST. No. 10, L'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 20th March, 1914. (442)

### A LING & CO.

#### 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE. Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging. Canton Marbles in Various Shades.

TELEPHONE 1219. Hongkong, 18th April, 1914. (565)



## INTIMATIONS

A. S. WATSON  
& CO., LTD.

ESTABLISHED 1841.

AERATED WATER  
MANUFACTURERS.

## FORMAZONE.

A REFRESHING INVIGORATING  
and PALATABLE drink particularly suited  
for Tennis and Bathing Parties.

PINTS \$1 per doz. SPLITS 60 cts. per doz.

## PYERIS.

Chemically an exact reproduction of a well-  
known German spring, at half the price.  
Blends Perfectly with Spirits, especially  
Whisky. Once try a Whisky Pyeris and you  
will ask for it again.

PRICE:

\$0.85 per doz. Pints. \$0.50 per doz. Splits.

## STONE GINGER BEER.

The only fermented Stone Ginger Beer  
in the Far East. The real charm of Stone  
Ginger Beer is the flavour produced by partial  
fermentation; without this no Stone Ginger  
Beer can be said to be genuine.

PRICE:

\$0.85 per doz.

## DRY GINGER BEER.

FRAGRANT, AROMATIC, DRY.  
Its "Dryness" is a feature which has helped  
to give this drink the popularity it so well  
deserves.

PRICE:

\$1.00 per doz. Pints. \$0.60 per doz. Splits.

A. S. WATSON & CO.,  
LIMITED,  
HONGKONG.

119

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Only communications relating to the  
news column should be addressed to THE  
EDITOR.Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.No anonymously signed communica-  
tions that have already appeared in  
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Cable: A.B.C. 5th Ed. Lieber.  
P.O. Box, 21. Telephone No. 18.HONGKONG OFFICE: 10A, DES VUEUX ROAD C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 21st, 1914.

WHILE the PRESIDENT and the Govern-  
ment at Peking have been much occupied  
with measures of a military character to  
suppress disorder and also with the re-  
organisation of the machinery of govern-  
ment with a view to re-establishing more  
effective control over the administration, it  
would seem that a good deal is being quietly  
accomplished towards strengthening the  
financial position of the Government, and  
the result is seen in the fact that though  
at first the Government calculated that they  
could not do with a foreign loan of less  
than £20,000,000, they have now come to  
the conclusion that £22,500,000 will suffice.  
According to a recent speech by the  
Minister of Finance, the Government  
knows full well that in resorting to foreign  
loans "China is drinking poisonous water  
to quench its thirst"; but China, neverthe-  
less, was eager to go on drinking so long as  
the Quintuple Group were prepared to  
furnish "the poison." It is due entirely  
to the stringent restrictions imposed by the  
Group that China has been compelled to  
make serious efforts to put her house in  
order, and in years to come the people of  
China will doubtless come to recognise that  
the President never did a greater service to  
his country than when he ventured upon the  
"unconstitutional" act of committing the  
country to an international loan of twenty-  
five million pounds sterling, for which at

the time he was so vehemently condemned  
by a large section of his countrymen too  
ignorant of affairs to comprehend the  
urgent necessity for the step. The Revolution  
had caused remittances from the  
Provinces to the Central Government to  
entirely cease, and it is only now, after  
much persuasion and pressure, that  
remittances are again beginning to reach  
Peking from the Provinces. Doubtless for  
very good reasons the Central Government  
has refrained from forcing the Provinces  
too much in this matter, but the screw is  
now being gently turned. Provincial  
estimates are being cut down, new taxes are  
being imposed, and once again the Pro-  
vinces are beginning to discharge the  
obligation which rests upon them of sup-  
porting the Central Government, thus  
relieving it from the necessity of further  
borrowing in order to carry on the adminis-  
tration. We notice that the Finance  
Minister's main hope of avoiding a deficit  
in the Budget rests upon the success of an  
effort on the part of the Provinces to force  
officials to accept Provincial bonds in part  
payment of salaries, and to resort to some  
compulsory means of forcing them upon the  
market. If that represents the only  
prospect of balancing the Budget, then it  
seem would a rotten reed to rely upon.  
Officials in China are not so well paid that  
they can afford to accept part of their  
salaries in Provincial bonds of doubtful  
value, and forcing them to do so would be  
unlikely to make for greater honesty in the  
service. The starting point of all taxation  
reform in China must be in measures to  
ensure an honest and incorrupt Civil Service.  
It must be a well paid service; so that  
inadequate pay shall afford no excuse for  
dishonesty; an efficient audit system should  
be instituted, and exemplary punishment  
should be meted out to any and every  
official who misappropriates the public  
funds to any extent whatever. If this were  
done and the old taxes systematically col-  
lected, it is highly probable that there  
would be no occasion to impose the new  
taxes. But these reforms cannot be accom-  
plished in a day or a year, and meanwhile  
the Finance Minister is doing his best to  
rob new "hen roosts." The fees charged  
for the examination of title deeds seems to  
be a rich source of revenue; the Stamp  
Tax would appear to have been disappoint-  
ing in its results so far, but the  
regulations are being revised and a  
largely increased revenue is anticipated.  
A uniform system of land taxa-  
tion is being prepared; the *likin* taxes are to  
be enforced where lately they have been  
abolished; the taxes on wine and tobacco  
are to be increased, and lastly a beginning is  
to be made with an Income Tax, the levy  
being first made on the officials—presumably  
on their fixed salaries and not on their  
"unearned increment." According to the  
Minister of Finance, all these taxes are  
practically easy to collect, and need occasion  
no trouble, but the Chinese statesman is  
always an optimist when he comes forward  
with proposals, and we can only hope that  
Mr. Chow Tzu-chi will hold office long  
enough to see the confirmation of his hopes.

The Straits Trading Company has  
received a cable reporting the death of  
Mr. H. Muhlinghaus, who with Mr.  
James Sword founded the Straits Trading  
Company, some thirty years ago.

A Chinese, arrested on the Praya, was  
found to be in possession of a dagger and  
35 rounds of ammunition. The man was  
allowed out on \$100 bail, and failed  
to appear at the Magistracy yesterday,  
the bail money being forfeited.

A notice has been issued by the  
Captain-Superintendent of Police (Hon.  
Mr. Mellvaine Messer) offering a reward  
of \$500 for information leading to the  
arrest and conviction of the persons  
responsible for the murder of the Indian  
watchman at the Government Civil  
Hospital recently.

At the annual meeting of the Dai-  
ren Golf and Tennis Club the president, Mr.  
F. G. Larkins, said the S.M.R. Co. had  
obtained the sanction of the military  
authorities for the use of required land  
within the fortified zone for the comple-  
tion of the golf links at Hoshigaura, near  
Dairen. A Tokyo contemporary asks  
when the Tokyo golf links will be com-  
pleted.

Count Okuma, we learn from the *Far  
East*, lives like a daimyo of old Yedo.  
He has a large retinue of servants, seven  
maids, twenty men-servants and some  
twenty gardeners and outdoor servants  
also belong to the house. He rises at  
five o'clock in the morning and after  
taking a walk in his garden and reading  
the newspapers, he breakfasts. He  
generally retires at 10 o'clock and is  
fond of reading the latest books after  
dinner.

The Interport golf team—Messrs. T. W.  
Hill, K. M. Cumming, T. S. Forrest, J.  
Clark and Captain Gardner—left by the  
*Chiyomaru*, for Shanghai.

At the Magistracy yesterday, Sanitary  
Inspector Kelly summoned Mrs. Van  
Wassel, of No. 3, Humphrey's Buildings,  
for permitting human habitation of the  
basement of her house, the same being  
insufficiently ventilated and unfit for  
habitation. The defendant said that the  
coolies would have to be accommodated  
somewhere, and she would like to know  
how it could be made possible for the  
basement to be made habitable. Mr. C. D.  
Melbourne advised her to seek the advice  
of Dr. W. W. Pearce (Assistant Medical  
Officer to the Sanitary Board), and, in  
dismissing the case, warned her that if  
the offence was continued she would be  
liable to a fine of \$200.

## THE "CHILDA" PRACY.

## EXTRADITION PROCEEDINGS.

The Crown Solicitor (Mr. P. M.  
Hodgson) made an application to Mr.  
Wood at the Magistracy yesterday for  
the extradition to China of eight men  
and one woman, charged in connection  
with the piracy of the *Childa*, under a  
requisition from the Tutuh of the Pro-  
vince of Kwangtung.

Evidence of arrest was given by  
Detective-Sergeant Brown.

When the magistrate informed the  
accused that the Chinese Government of  
Canton had asked the Government of  
Hongkong for their extradition, each  
expressed a wish to make a statement.  
The case was remanded till this morning.

## EMPIRE DAY.

A short commemorative service will be  
held at St. John's Cathedral on Monday,  
May 25th, at 9 a.m., when His Excellency  
the Governor will be present, and a  
sermon will be preached by the Rev. C. L.  
Cooper Hunt, O.F.

The service is intended primarily for  
the British children of the Colony, for  
whom the nave and both transepts will  
be reserved. The general public will be  
accommodated in the nave aisles. The  
musical portion of the service will be  
rendered by the band of the Duke of  
Cornwall's Light Infantry, by kind  
permission of Lieut.-Colonel Tison and  
Officers.

A Government launch, available for  
Kowloon children, will leave the Police  
Pier, Kowloon, at 8.20 a.m. sharp.

There will also be a service at the same  
hour at the Roman Catholic Cathedral.

SHAMEEN MUNICIPAL  
COUNCIL.

The following minutes of a meeting  
held on the 6th inst. have been forwarded  
for publication:—

Present:—Messrs. O. V. Lanning  
(Chairman), C. Ahrendt, F. W. Carey,  
A. V. Hogg and G. C. Kitching.

A definite estimate is to be obtained  
from Messrs. Thomas Adams & Wood for  
the proposed alterations to the steps.

As the stretcher at present in the Police  
Station is satisfactory, it was decided not  
to get another.

The question of the quality of the water  
was discussed at length, and before doing  
anything further it was decided to wait  
for the analysis of the fresh sample which  
has been sent down to the Government  
Bacteriologist, Hongkong.

It was decided to re-connect the Bath  
with the Canton Waterworks.

The Health Officer's report is just to  
hand, and will be circulated to the Com-  
mittee.

Messrs. Thomas Adams & Wood are  
to be instructed to invite tenders for the  
erection of a granite jetty at the Ceme-  
tery, tenders to be presented within a  
week.

As there has been an unusual influx  
of sampans in the Back Creek lately, the  
Superintendent of Police is to go down to  
Dutch Folly to interview the Police  
Authorities in the matter.

A letter from Messrs. Thomas Adams  
& Wood was read stating that Mr.  
Farmer does not deem it necessary to  
write a letter to the Council concerning  
the Hotel borrowing light from adjacent  
property, as he fully realizes that there  
is no question of acquiring an easement.

A scheme for the reorganisation of the  
Corps, which had been drawn up by Com-  
mander C. C. Walcott, R.N. (retired),  
and which had been circulated to the  
Committee, was discussed, and after some  
slight modifications was agreed to.  
There will be two classes—active and  
reserve.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## SERIOUS SITUATION IN ALBANIA.

INSURGENTS GATHERING AROUND  
DURAZZO.

LONDON, May 20th.

Grave complications have arisen at  
Durazzo. Some 2,000 Mussulmans and  
insurgent peasants have reached Biak,  
near Durazzo, and demand exemption  
from military service, and the use of the  
Albanian tongue in the schools. They  
also accuse Essad Pasha of breaking  
promises. Meanwhile the Italian Squad-  
ron has arrived hastily at Durazzo.

Essad Pasha and his wife have been  
arrested—it is uncertain by whom—and  
taken aboard an Austrian warship.

Marquis San Giuliano, the Italian  
Foreign Minister, is preparing to  
proceed to Durazzo.

The whole situation is at the moment  
most obscure.

BUDAPEST, May 20th.

Count Berchtold has informed the  
Delegations that during the last few days  
the antagonism between Essad Pasha's  
followers and their opponents has become  
more acute, and has led to the formation  
of bands around Durazzo.

Consequent on the anxiety felt there,  
the Commanders of the Austrian and  
Italian guardships agreed to land sea-  
men for the protection of the Princely  
Court. Essad Pasha is now aboard an  
Austrian guardship.

ROME, May 20th.

Cav. Giolitti, the Premier, has  
started for Durazzo.

VIENNA, May 20th.

Prior to the capture of Essad Pasha,  
Dutch gendarmes bombarded his house.

The *Neue Freie Presse* states that the  
Austro-Italian warships, at the request  
of the Prince, landed detachments, who  
attacked Essad's house with machine-  
guns. Essad asked for safe conduct on  
board an Italian ship, but this was  
refused.

## THE HOME RULE CONTROVERSY.

NO OFFER OR COUNTER-OFFER MADE.

LONDON, May 20th.

Sir Edward Carson, speaking at  
Queen's Hall, said:—"So far as I know  
no offer or counter-offer of any kind has  
been made except the hypocritical sham of  
an offer made in the House of Commons.

## ULSTER GUN-RUNNING.

A DISCLOSURE.

LONDON, May 20th.

Mr. Herliert Holman, an insurance  
broker, who is the prospective Liberal  
candidate for Mid Devon, in a speech at  
Abbotskerswell, disclosed that the Govern-  
ment seized two ships which were con-  
cerned in Ulster gun-running. The  
charterer of one of these ships was an  
Earl, who would probably have to pay  
the value of the ship to the owner.

THE WELSH DISESTABLISHMENT  
BILL.

LONDON, May 20th.

The Welsh Disestablishment and Disen-  
dowment Bill has passed its third reading  
by 328 to 251—a Government majority of  
77—for the third time under the  
Parliament Act.

Seventy-seven Nationalists voted with  
the majority.

## THE LIBERAL-LABOUR SPLIT.

LONDON, May 20th.

The ex-Chairman of the Ipswich  
Liberal Association has seceded from the  
party on the ground that the Insurance  
Act employs a thousand workers.

## THE WORLD'S MEAT SUPPLY.

DEMAND OUTSTRIPPING IT.

LONDON, May 20th.

The *Times* directs attention to the  
immensely increased consumption of  
meat, which is largely surpassing the  
supply throughout the world. The  
journal expresses the belief that Great  
Britain will be forced to take to cattle  
raising for the purpose of maintaining  
its own meat supply.

LORD CROMER'S SUDDEN  
ILLNESS.

LONDON, May 20th.

Lord Cromer has been taken suddenly  
ill, suffering from a general breakdown.  
His condition is not serious, and he is  
able to read the papers.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE MEXICO SITUATION.

AMERICA'S CONDITIONS OF PEACE.

WASHINGTON, May 20th.

President Wilson has informed the  
Delegates leaving for the Niagara Falls  
that the Government regards a definite  
settlement in Mexico requisite prior to  
their withdrawal from Vera Cruz. He  
did not give the Delegates any specific  
instructions, but told them to await  
proposals. He told them, however, that  
peace seemed conditional on the elimina-  
tion of President Huerta and the  
establishment of a strong Provisional  
Government.

EL PASO, May 20th.

General Villa defeated 3,000 Federals  
at Paredon and took 800 prisoners, along  
with several machine-guns. Two generals  
are among the Federals killed.

MR. ROOSEVELT AND THE  
PRESIDENCY.

NEW YORK, May 20th.

Mr. Roosevelt has arrived at New York  
comparatively well, though his weight is  
fifty pounds below the normal.

He denied that he was willing to run  
for the Presidency in 1906. He would not  
even accept nomination for the Govern-  
ship of New York.

POWERFUL BRITISH-BUILT  
SEAPLANES.

ADMIRALTY'S NEW ORDER.

LONDON, May 20th.

The British Admiralty has ordered  
seven British-built seaplanes of a new  
and powerful type.

## SWEDEN'S RICH TO BE TAXED.

STOCKHOLM, May 20th.

The King has opened the Riksdag. In  
his speech from the throne the King  
announced that there would be a special  
defence tax on fortunes and incomes  
above a certain figure, but otherwise the  
taxation would be unchanged.

## SPY'S SEVERE SENTENCE.

KOENIGSBERG, May 20th.

A non-commissioned officer of the 3rd  
Cuirassiers has been sentenced to fifteen  
years' penal servitude and fined £1,500  
sterling for espionage.

## SUGAR DUTIES.

BRUSSELS, May 20th.

The Permanent-Sugar Commission has  
increased the countervailing duties on  
sugar from Australia and Japan, and has  
reduced those on Canadian and Rou-  
manian sugar.

## HOME TURF.

FUTURE OF THE TETRARCH.

LONDON, May 20th.

It has been definitely decided that The  
Tetrarch shall not race again, and the  
horse goes to stud next season, probably  
in Ireland.

## HOME COUNTY CRICKET.

LONDON, May 20th.

Surrey beat Worcestershire by nine  
wickets.  
Lancashire beat Derbyshire by 35 runs.  
Yorkshire defeated Essex by an innings  
and 41 runs.

## OBITUARY.

LONDON, May 20th.

The death is announced of Mr. William  
Aldis Wright, M.A., LL.D., D.C.L.,  
Litt.D.

[Deceased was Vice-Master of Trinity  
College, Cambridge, since 1888; was con-  
tributor to Smith's Dictionary of the Bible,  
1860-63; Secretary to the Old Testament  
Revision Company, 1870-85; joint editor of  
the Journal of Philology from its com-  
mencement in 1893. He was also the author  
of numerous publications of an educational  
nature.]

## AMERICANS AND MANILA.

316 LEAVE CIVIL SERVICE.

The democratic campaign of Governor  
Harrison in the Philippines is reflecting  
itself in the Government service. Since  
January let no less than 316 Americans  
have been separated, voluntarily and  
otherwise, from the Civil Service. These  
separations are analyzed as follows:—  
Separations because of the reduction of  
the force, 94; voluntary resignations 210;  
deaths 2; resignation requested 1;  
separations from other causes unclassified  
9. These figures bring the separations  
from all causes down to April 30th  
inclusive.

During the month of April there were  
over 300 changes in the service.

## TELEGRAMS.

[“DER OSTASIATISCHER LLOYD”  
SERVICE.]

## CHINA SERVICE.

A NEW ADMINISTRATIVE SYSTEM  
FOR THE PROVINCES.

PEKING, May 20th.

President Yuan Shih-kai is very likely  
to announce soon a new administrative  
system for the Provinces, without first  
submitting it to the Committee for  
Administration.

## AMNESTY TO REBELS.

PEKING, May 20th.

Hsu Shi Chang intends placing before  
the President a proposal for a more  
general amnesty of rebels. The idea is  
to attract the able ones amongst them  
towards the Government and especially  
to guard against frivolous sentences.

## EUROPEAN SERVICE.

OIL SUPPLY FOR UNITED STATES  
NAVY.

BERLIN, May 19th.

The United States Senate has decided  
on sending two experts to the oil region  
of the Middle West in order to report  
on the advisability of putting down a  
pipeline to the ports on the Gulf of  
Mexico. The line would be used for  
Naval purposes and would be independ-  
ent of the oil trust.

## ALBANIAN PEASANTS' UNREST.

ESSAD PASHA DISMISSED.

BERLIN, May 19th.

The unexpected outbreak of unrest  
amongst the peasants in Central Albania  
has perplexed the Albanian Government.  
The men-of-war at Durazzo have been  
reinforced by Austrian vessels. The  
position of the Government has been  
shaken, and Essad Pasha has been dis-  
missed and placed on board an Austrian  
warship. The situation is very difficult.  
Complying with a request of the Prince  
of Albania, the Italian Squadron returns  
to Durazzo, as the rebels are making for  
that port.

## RUSSIA'S MINISTER OF FINANCE.

BERLIN, May 19th.

M. Bark has been definitely appoint-  
ed as Russian Minister of Finance.

## THE EPIROTE AGREEMENT.

BERLIN, May 19th.

The signatures have been affixed to the  
Albanian-Epirote agreement.

## THE ARMAMENT TAX.

HERR KRUPP'S CONTRIBUTION.

BERLIN, May 19th.

Herr Krupp v. Bohlen-Halbach and  
members of his family have contributed  
\$430,000 to the non-recurring armaments  
tax.

## AN UNTRUE RUMOUR.

BERLIN, May 19th.

Rumours of a dissolution of the  
Reichstag are fallacious, since the closure  
will take place in a regular way.

## SWEDISH NATIONAL DEFENCE.

BERLIN, May 19th.

H.M. the King of Sweden read the  
speech from the Throne in person, and  
pointed to the solution of the question  
of national defence.

## THE KAISER AND THE CZAR.

BERLIN, May 19th.

H.M. the Kaiser proposed the health  
of H.M. the Czar at a luncheon given  
in honour of the latter's birthday.

## FIGHTING MOSQUITOES.

BATS WHICH EAT 500 A NIGHT.

Yet another way of decimating mos-  
quitoes has been discovered by an  
American scientist, Dr. Campbell, of San  
Antonio, Texas. This is the breeding of  
bats. A bat, he says, will consume 500  
mosquitoes per night. Dr. Campbell  
constructs a special bat "roost," or  
shelter, near the swampy area to be rid-  
den of mosquitoes, and finds that, if  
properly built and protected from the  
enemies of bats, such as snakes, skunks,  
and opossums, the colony rapidly  
increases up to the maximum capacity  
of the shelter. Half a million bats of a  
small species can be accommodated in  
one roost. Such an establishment—we  
almost said a battery—will more than  
pay for itself, for the guano produced  
by the bats sells readily, being a first-  
class plant fertilizer. Unfortunately it  
is not stated what the results were in the  
reduction of mosquitoes. The mosquito-  
eating bat, we may add, is of a special  
breed, being about the size of an ordinary  
mouse.—*Ex.*



## SUPREME COURT.

Wednesday, 20th May.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

## DEALS IN LANGKATS.

B. Basto v. Li Kin Tong. The claim amounted to \$12,046.32, in connection with a transaction in Langkats.

The statement of claim mentioned that in April, May and June, 1913, the plaintiff, at the defendant's instructions, entered into contracts to buy at certain prices 400 shares in all of the Maatschappij Mijn Bosch-en-Landbouw Exploitatie in Langkat, whereof 200 shares were for delivery against payment at the June settlement and 200 shares were for delivery at the July settlement. Defendant confirmed in writing his order for each purchase of shares. Defendant refused and failed to pay for and take delivery of 200 shares at the June settlement, whereupon plaintiff, at defendant's request, arranged to carry over 100 of the shares to the July settlement; and the plaintiff was obliged to pay the vendor for the loss on the remaining 100 of the said shares of the July settlement. Defendant again refused and failed to pay for and take delivery of the remaining 300 shares. Thereupon the plaintiff was obliged to take up and pay for the said shares and re-sell them at market prices, and he gave defendant notice thereof. The transactions were carried out in accordance with the usage and practice of the Hongkong Share Market, and the plaintiff claimed to be indemnified and remunerated by the defendant in respect of the said transactions, and to be reimbursed for money paid to the use and at the request of the defendant and to be paid for work done to the amount altogether of \$12,046.32.

Mr. Sharp, K.C., and Mr. C. G. Alabaster, instructed by Mr. Johnson (from the office of Messrs. Denys & Bowley) appeared for plaintiff; but defendant was not present, nor was he legally represented.

Mr. Sharp explained that up to the previous evening he had understood that defendant would be opposing the claim strenuously, but they had now heard that he did not propose to appear in the case, although due notice had been given. They had received no formal notice of defendant's intention not to appear, but it was apparent that he did not intend to do so. At the last moment, as late as the previous evening, he understood that a bankruptcy petition had been filed against defendant. He had communicated with the Official Receiver, who had no objection to the action proceeding. He had also informed the Official Receiver that they would not claim costs incurred after the filing of the petition. In consequence of defendant's action he would not detain his Lordship as long as it would have been necessary had a defence been put up, but he thought that as a question of law was involved it was only right that he should explain the dealings in detail and also call the evidence of the plaintiff. The facts of the case were very simple. There were four contracts for the purchase of Langkats between the plaintiff and the defendant, the former having acted as the defendant's broker in the matter, defendant thus being the principal. He asked his Lordship to consider one for all the contracts, because the same principle was involved in all four. The first was dated 23rd April, 1913. On this date the defendant called at the plaintiff's office and informed him of his desire to purchase Langkats, asking for a price for the June settlement. The market price on that date for the June settlement was Tls. 62½. Mr. Basto informed defendant of the price, and the latter then instructed plaintiff to purchase 100 shares for him. Plaintiff then proceeded to buy the shares forthwith, purchasing them from another broker, Mr. H. M. Basto, who was a relative of the plaintiff but did not belong to the same firm. It was a general rule on the local Stock Exchange, as it was all over the world, he believed, that where there were two brokers employed, by the buyer and the seller, the name of the principal of the selling broker was not necessarily disclosed. If necessary Mr. Smyth, who at the time these contracts were made was Chairman of the Stockbrokers' Association, would speak as to the rules of the Association. When Mr. Basto purchased the shares five documents were necessary and they were included. One was the entry of transactions in plaintiff's own book; and all the five documents bore the same date. The second his reference to the "bought note" sent by Mr. Basto to the defendant, and was more important than the first. In this Mr. Basto mentioned that he had ascertained that it was Mr. Rumjahn who had sold the 100 shares through Mr. H. M. Basto, and also informed defendant that according to

his instructions, he had purchased these 100 shares. The third document was a confirmatory memorandum, which was attached to the "bought note" for signature by the purchaser, and that was returnable by the principal to the broker. Then there was also the "sold note" sent by Mr. H. M. Basto, the seller's broker, to his principal, which read in the same way as the "bought note," "I have today sold," and so on. The remaining document related to the others. At the time of this transaction, and when the four contracts were made, defendant was no doubt generally looked upon as a substantial person. He had had previous share transactions with Mr. Basto, and he "made good" on all of them. The second contract was dated 28th May and related to a similar transaction; all the contracts were in fact made under the same circumstances. Defendant required to buy and instructed Mr. Basto to buy at the price quoted; the second 100 were bought at the market price of Tls. 69½. The principal was the same in each and the documents were all confirmed. All the four contracts, he reminded his Lordship, were made before the June settlement. On the day before settlement day Mr. Basto sent out the usual settlement of account to the defendant, to Mr. H. M. Basto, and also to a second seller's broker, an outside broker, presumably Mr. Silva. On that settlement day it was known for the first time that Li Kin Tong was in default all round. Plaintiff, after he had forwarded his settlement account, saw Li Kin Tong, who did not question his liability. In fact he did not do so until the present proceedings arose. Defendant admitted his liability, but said he could not take up the shares, and instructed plaintiff that with regard to the 200 shares he was making arrangements with regard to 100, which he (Counsel) did not think he need go into. Defendant was trying to make arrangements with another broker to look after 100 shares, and he asked Mr. Basto to carry over the other 100 shares to the July settlement, which plaintiff did. With regard to the other 100 defendant said he could do nothing, they would have to be sold; and they were sold. Two more lots of 100 shares were purchased for the July settlement, so that there were 300 shares which Li Kin Tong ought to have taken delivery of. Mr. Basto again sent out the settlement accounts, including that of the vendor's brokers, who at that time were the firm of Raymond & Logan; Mr. Basto had bought from Raymond & Logan. On settlement day Mr. Basto, while in the company of Mr. H. A. Lammert, who was an outside broker, saw Li Kin Tong and asked him whether he was prepared to take up the 300 shares. Defendant again did not question his liability, in fact he admitted it. He said he was not in a position to take up the shares. Mr. Basto then said he would have to sell, and the instructions then given were that he was to sell at the market price. Plaintiff found it difficult to sell the 300 shares on a settlement day, but he eventually did sell them and now claimed the difference between the contract price and the selling price. Mr. Basto had, in fact, paid for all the shares, and all along he had acted under the instructions of Li Kin Tong. He would call Mr. Basto.

Mr. Basto, in the witness-box, said that he was now a member of the Stockbrokers' Association, but at the time of the dealings he was not. Defendant came to him on the day mentioned asking him to buy 100 Langkat shares for June at the market price of Tls. 62½. On the same day witness made arrangements with another broker, Mr. H. M. Basto, to sell him the shares, the latter acting for Mr. Rumjahn in the transaction. Also on the same day he sent a memo. to the defendant stating that he had purchased the 100 shares, and he received a confirmatory letter in reply from Li Kin Tong. On May 29th defendant again came to witness's office and wanted to buy another 100 Langkats at Tls. 59½ for June. The broker in this case was Mr. Silva. Inquiries were also made by defendant about Langkats for July and witness agreed to buy 100 for him at Tls. 58½, which he obtained from Raymond & Logan. He had another deal with Raymond & Logan on behalf of defendant, buying another 100 Langkats for the July settlement at Tls. 57½. By this time witness had bought 400 shares, 200 for each settlement. The day before the June settlement he sent out the usual settlement notes, and on the same day he met the defendant, who gave him an order to deliver 200 shares to another broker. He sold 100 at the market rate and carried the other 100 over to the July settlement, making 300 in all for July. He again sent out the usual settlement accounts for July, and then subsequently met defendant on settlement day. Witness, who was in company with Mr. H. A. Lammert, an outside broker, told defendant he had 300 shares waiting for him. Defendant then said he could not take

them up and witness then told defendant that if he could not take up the shares he would be obliged to sell them, and defendant agreed to that, and he proceeded to sell at the market price. He found it very difficult to find a buyer on settlement day, but he eventually did so.

Replying to Mr. Alabaster, witness said that the practice was that the broker had to take shares himself if they were not taken up, and he sold them at once.

Mr. Alabaster—If the broker did not follow the custom of accepting liability would it be possible for him to do business here at all?

Mr. Basto replied that if a broker failed to make good his contracts he would never do any more business in the market; no other brokers would deal with him.

Mr. Alabaster—Such a broker would never be admitted a member of the Stockbrokers' Association, and if he was a member he would very soon cease to be a member?—Yes.

When these contracts were entered into before the June settlement you looked upon defendant as a substantial person?—Yes.

You had had previous dealings with him?—Yes.

His Lordship then asked whether or not the Kewick Ordinance did not apply in that case.

Mr. Sharp contended that it could not apply because the Ordinance only related to Companies in Great Britain or in British possessions; and the Langkat Company was a Dutch Corporation performing in Sumatra. Furthermore, defendant had raised that Ordinance at an early stage of the case, but he did not appear to rely upon it in the pleadings. Probably he was instructed that it did not apply.

His Lordship concurred with Mr. Sharp's view and gave judgment for plaintiff with costs, certifying two Counsel and an expert witness, Mr. Smyth. Another order was also made. Plaintiff in this action was sued previously in the Summary Court in connection with an action arising out of the share transaction, and in satisfaction of the claim Mr. Basto paid into Court a sum of money which was ordered to remain in the custody of the Court pending decision in this present action. His Lordship now made an order for this sum to be paid to plaintiff, subject to the previous order being proved.

## IN CRIMINAL JURISDICTION.

BEFORE MR. F. A. HAZELAND (PUNISHMENT JUDGE).

## AN EMBEZZLEMENT CHARGE.

The case was concluded in which U Lin Lai, a former partner in the Tai Fung firm, was charged on four counts with embezzling and misappropriating two sums of \$3,000 and \$1,500, the monies of his firm, on divers dates since October 9th, 1909. Prisoner pleaded not guilty.

The Attorney-General (Mr. J. H. Kemp) prosecuted for the Crown, and Mr. F. C. Jenkin (instructed by Mr. Leo d'Almeida) defended.

Several more witnesses were called for the prosecution.

Mr. Jenkin, in the course of his address to the jury, held that it was absurd to suggest that the prisoner dealt with the promissory notes in the way he did when, if he was in need of money, he could have gone to the bank and borrowed the cash.

In regard to the second note, he asked if it was possible to suggest that the prisoner pretended to pay the bank and then went back to the firm with a forged note which would have to be examined by an accountant. It was absurd. The story had been fabricated to such an extent that it had been discredited, and there was not an atom of truth in it. A peculiar circumstance was that although a "full" statement of accounts had been kept, showing the firm's gains and losses, the loss alleged by prisoner's alleged theft had not been included. And they also found that all the other partners of the firm left at the same time that prisoner was supposed to have left the Colony. That was a very peculiar happening to a thriving business. The only man to remain in the Colony was one who did not accept liability, and he had not been called. Mr. Jenkin characterised the story for the prosecution as fabrication and imagination. The firm had gone to rack and ruin, it had been mis-managed, and the partners ran away, and when they came face to face with the financial position they said, "By George, this is very bad, we will lay it at the door of this man who had the handling of the money." The case for the prosecution depended upon the story of two absconding debtors who came into Court five years afterwards and said that the prisoner stole the money.

The jury found prisoner not guilty on all charges, and he was accordingly discharged.

## SEQUEL TO THE "TAI ON" DISASTER.

## FAILURE TO RENDER ASSISTANCE.

EX-CAPTAIN OF "LINTAN" FINED: CAPTAIN OF THE "ON LEE" EXONERATED.

At the Magistrate's yesterday, before Mr. J. R. Wood, John Jones, of the *Tai-shan*, and Owen Hughes, being then masters respectively of the *Lintan* and *On Lee*, were charged that they did unlawfully neglect to render assistance to divers persons on board the *Tai-On* found at sea in the Canton River, off the island of Ki An, in danger of being lost.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. P. S. Dixon (of Messrs. Wilkinson & Grist) appeared for both defendants.

The Crown Solicitor said the two defendants in this case were on different ships and there were really two charges, but he took it that his friend had no objection to the two cases being tried together.

Mr. Dixon—I have no objection. Of course, the two defences are entirely distinct.

The Crown Solicitor, in opening, said that, happily, cases of this description were exceedingly rare, both here in this Colony, the East, and at Home. It was only natural that they should be rare, too, because it was hardly conceivable that a ship would not render assistance when able to a ship in distress. For that reason this case was undoubtedly of some importance and of rather a serious nature. If it was satisfactorily proved to his Worship that the Masters of these ships did in fact neglect to render assistance to the *Tai-On* under the circumstances in which the *Tai-On* was placed on the night of the 27th April, and they had no reasonable excuses to offer, he thought the onus would be upon them to show why they did not do so. The facts of the case were to a certain extent familiar to his Worship through other sources, but he would just deal shortly with one or two things which would have to be brought forward specifically. The *Tai-On* left Hongkong on the 27th April at about 7 o'clock, the steamship *On Lee* left a few minutes afterwards, and the *Lintan* left a little later, and, apparently, must have passed the *Tai-On*, but she remained in sight all the way until after the *Tai-On* was pirated, which was just off the island of Ki An. The *Lintan* was some little way behind—the evidence would show clearly how far. It was when just about abreast of Ki An that the *Tai-On* was pirated. There was a great deal of commotion on the vessel—shouting and shots. The Captain and Chief Officer and Chief Engineer were vigorously defending the bridge when they had the satisfaction of seeing the *Lintan* coming up from behind. His Worship might conceive what a pleasant sight it must have been for the Captain and all on board, except, of course, the pirates. The officers fired off rockets and burst blue lights, and waved them to the *Lintan*. In fact the *Lintan* was so near that Captain Wetherell asked for his megaphone. It must have been rather a painful sight in the face of this attack upon them for the officers on the *Tai-On* to see the *Lintan* calmly going past without taking the slightest notice, or attempt to render assistance. The *Lintan* proceeded on her way, and left those on board the *Tai-On* to battle for themselves. They must have heard the actual firing going on on the *Tai-On*. In fact the evidence would prove that all the passengers and crew on the *Lintan* were watching the *Tai-On* as they passed. They were lined up on the side in a state of great excitement and commotion. Rockets were more or less bursting over the heads of those on the *Lintan*, and the blue lights were burning clearly, showing that the ship was in very great distress. He could not conceive that Captain Jones passed the ship out of any want of humanity. He could only assume that he must have lost his head. At any rate, that did not excuse him from a very serious error. The case of the *On Lee*, unless the Captain had some really reasonable excuse, was also of a serious nature, because even although the *Lintan* was coming up from behind—which no doubt the Captain of the *On Lee* knew—he ought to have gone back and rendered assistance, if he saw the rockets and blue lights. Every ship should render assistance, no matter how many others were there. There were strong tides running at the scene of the happening, and it might be that a seventh boat arriving would rescue people whom the other half dozen might not be able to. In these days of wireless telegraphy they had it pretty clearly shown that where a ship sent out a wireless message for assistance, not one or two, but others getting information assisted, although they might know perfectly well that there might be a dozen ships on the scene before they could arrive. That was the advantage of wireless telegraphy, but it was going to be of no use if Captains of ships receiving the call for assistance took no notice.

Captain R. Wetherell, the Master of the *Tai-On*, was first called. He related the course of events on his trip of the 27th April, and deposed to firing rockets and blue lights to attract attention. No vessel came to his assistance during the piracy. The rockets could be seen four or five miles away in fine weather. Witness was questioned by Mr. Dixon about the construction of the *On Lee*, upon which the witness had served for a period of five months as Mate, and he said he knew there was a permanent awning over the front part of the bridge. Mr. Dixon—If you were standing on the bridge of the *On Lee* and rockets were being fired behind you about two miles

distant this awning would prevent you seeing them?—Yes, it would probably. Would you think that a reasonable explanation?—Yes.

I think you have no doubt that if Captain Hughes knew the straits you were in he would have turned back and rendered all assistance possible?—I should hope so, but of course I don't know.

As regards the *Lintan*, what did you expect her to do? What do you think the Captain should have done?—He should have stopped his ship and found out what was really the matter with me.

Yes, but the Master of the *Lintan* knew you were being pirated. Do you think he should have lowered a boat?—No, no, certainly not. He should have come within hail and found out what was really the matter, and I could have told him to stand by.

In answer to his Worship, Captain Wetherell said that the *Lintan* had passed some time before the ship was fired. The *Lintan* did not stop, but went straight on to Wongmoon to get a gunboat.

The Crown Solicitor—Who told you that?—Captain Jones.

The Crown Solicitor—I am afraid that is not evidence. I did not open about this, but it is raised as a defence I am prepared to prove, if necessary, that the *Lintan* passed a gunboat and did not ask for assistance.

Mr. T. D. McCartney, the Chief Engineer on the *Tai-On*, said he saw the lights of the *On Lee* all the way along until the ship was pirated. At that time she must have been between 15 and 20 miles ahead. He saw the *Lintan* pass along quite close, and observed people rushing to the rails, and looking towards them. They seemed to be in a panic. He would think the *Lintan* was about 200 yards away. Blue lights were being burnt at the time on the *Tai-On*. The *Lintan* took no notice, and passed on.

Mr. Dixon—At the time the first rocket was fired the *On Lee* must have been 20 minutes ahead of you?—Roughly about 20.

So that when Captain Hughes says he was nearly four miles away at the time, he is probably correct?—Well, I suppose he would be, yes.

This closed the case for the prosecution. Mr. Dixon said that the defence of the Captain of the *On Lee* was that he knew nothing of the matter on the *Tai-On*, that he never saw the *Tai-On* past the Mawan Light, and that he saw no rockets, and heard no firing. He would prove that the *On Lee* was about the time four miles ahead of the *Tai-On*, and that it would be impossible, standing on the bridge of the *On Lee*, to see rockets breaking overhead on account of the permanent awning. Had he known anything of the plight of the *Tai-On* he would have turned back and gone to the rescue, but as it was he knew nothing. In addition he could call the evidence of an Englishman on board and of two Chinese watchmen who were on the bridge, who would say they neither saw nor heard anything suspicious.

Captain Hughes gave evidence bearing out his solicitor's statement, and, in answer to the Crown Solicitor, said that he could swear that nobody on his boat informed him that they had seen the lights. He was prepared to swear that he was in total ignorance of the fact that the *Tai-On* was in distress. He would have gone back at once had he known, and stood by.

The Crown Solicitor said he was prepared to accept Capt. Hughes' explanation as far as he was concerned.

His Worship—I think you will be quite justified in accepting it.

The Crown Solicitor accordingly withdrew the summons against Captain Hughes and he was discharged. Regarding the *Lintan*, Mr. Dixon said he would call Captain Jones, who, he said, knew perfectly well that a piracy was going on and thought the best thing to do was to go on to Wongmoon and get a gunboat. There would have been danger to his passengers had he stood by close in, and he thought it best to proceed and warn a gunboat.

Captain Jones deposed that, noticing that the *Tai-On* was considerably out of her course, he surmised that pirates were on board the vessel. He heard no rifle shots, and continued on his course. He declared that he was never nearer to the *Tai-On* than two miles. He saw the rockets, and heard the explosion in the air, but no reports of small arms. He could see the *Shan Lee* and *Shan On* coming down, and he reported the matter to them, saying that the *Tai-On* was ashore. He thought it best to go on to Wongmoon and get assistance there. He surmised that pirates had pirated the *Tai-On* as they had the year before, had conquered the Europeans, and had run the vessel into land. When he got to Wongmoon he found there was no gunboat there. He thought the best thing to do was to fetch a gunboat and ask the ships he saw coming down to go to the assistance of the *Tai-On*.

The Crown Solicitor—What was the object of giving information to the other ships coming down the river, and shouting to them to go to the assistance of the *Tai-On*, when you thought it was not necessary for you to go to her assistance?—I thought I would get assistance to come down.

You could not have hoped to get assistance down for four hours?—Yes, but she would have had assistance from the boats coming down.

The Crown Solicitor—If a gunboat had come down four hours after the piracy they would not have caught the pirates. I am afraid you made a great error of judgment.

His Worship pointed out that the Chief Engineer of the *Tai-On* said the *Lintan* passed along but 200 yards away. Captain Jones asserted that was a "long" mistake, though he admitted that he himself might be mistaken in regard to the distance he had given. He was on the bridge the whole time, the Chief Officer and Chief Engineer being below. He did not see the latter all the time. He did not consult with the Chief Officer about the lights. The latter came up about 20 minutes later.

His Worship—What made you think there would be a gunboat at Wongmoon?—Well, there sometimes is, and sometimes not.

(Continued on page 6.)

## INTIMATIONS

## REDNESS, BURNING AND ITCHING

On Chest and Back. Came Out in Open Bleeding Sores. Pain So Severe Could Get No Rest. Cuticura Soap and Ointment Cured.

70, Knowsley Rd., Norwich, Eng.—"My complaint started over nine months ago with redness, burning and itching on chest and back. I went to a chemist who supplied me with soap and ointment but instead of it getting better as I hoped both chest and back came out in open bleeding sores. The pain was so severe I could get no rest at night. I consulted the remedies, the trouble was just as bad."

"Three weeks ago I saw the Cuticura advertisement, and sent for sample of Cuticura Soap and Ointment. I washed the affected parts with warm water and Cuticura Soap, then used the Ointment. From the first time of using, the smarting ceased. When I had used sample I sent to the chemist for some more and now thanks to Cuticura remedies I am completely cured. The soap I shall always use as I much prefer it to any others I have tried. The ointment I shall keep in the house in case I hear of anyone else requiring it." (Signed) Miss M. Sherrington Morris, July 3, 1912.

Cuticura Soap and Ointment are sold throughout the world. A single set is often sufficient. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W.; Leamon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Foster D. & Co., Corp., Boston, U. S. A.

49 Tender-faced men should shave with Cuticura Soap shaving stick. Sample free.

[98-24]

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## WATCHMAKERS

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## SILVER AND PRINCE'S PLATE.

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LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

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## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

## CANTRELL &amp; COCHRANE'S

## DRY GINGER ALE.

NOW EXPORTED TO HONGKONG

FOR THE FIRST TIME, BUT LONG

FAMOUS AT HOME AND IN THE

COLONIES AS THE FINEST

AROMATIC GINGER ALE

ON THE MARKET.

PER DOZ. PINTS ... \$3.20

" " SPLITS ... \$2.60

SEND FOR A FREE SAMPLE.

[21]



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## NEW ADVERTISEMENTS



GOVERNMENT BILLS, ETC.

**TENDERS FOR SPECIE AND MEXICAN DOLLARS.** Current in this Colony, for Telegraphic Transfers or in exchange for Sterling Bills drawn at 10 days' or 3 months' sight on the Lords Commissioners of His Majesty's Treasury, London, will be up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. TO-DAY (THURSDAY), the 21st May, 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days' or 3 months' sight, and in the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III, Cap. 45 and 41 George III, Cap. 52 the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an incorporated trading company in its corporate capacity and made for the general benefit of the company.

J. O'HARA, Colonel, A.P.D.,  
Treasury Chest Officer.

His Majesty's Treasury Office,  
Hongkong, 20th May, 1914. [733]

## AMERICAN &amp; MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

## THE Steamship

## "CITY OF NORWICH."

Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 20th May, 1914. [731]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENLARIQ."

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th May, 1914. [732]



## NOTICE.

THE OLD STAR FERRY WHARF at the end of SALISBURY ROAD, Kowloon, will be OPENED to the Public from FRIDAY, the 22nd inst.

The WOODEN PIER at the South end of CANTON ROAD, Kowloon, generally known as the "POLICE PIER," will be CLOSED to the Public on and after FRIDAY, the 29th inst.

A. F. CHURCHILL,  
Director of Public Works.

Public Works Office,  
Hongkong, 19th May, 1914. [727]

## LEE AND COMPANY.

THE CREDITORS of the above-named Firm are required on or before SATURDAY, the 23rd of May, 1914, to send their names and addresses and particulars of their Debts or Claims to the Undersigned, the Receiver and Manager of the said Firm.

J. HENNESSY SEETH,  
Receiver and Manager.

Hongkong, 12th May, 1914. [698]

## PUBLIC COMPANIES

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1914.

THE Board having declared an INTERIM DIVIDEND OF ONE SHILLING per Share, free of Income Tax, for the year ending 30th June, 1914, Holders of Bonus Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presenting No. 3 Coupon of the Bonus Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.  
THE RUSSO-ASIATIC BANK.  
THE BANQUE BELGE POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels as the Holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER,  
KAILAN MINING ADMINISTRATION,  
Hongkong, 15th May, 1914. [709]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on WEDNESDAY, the 27th May, 1914, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 30th April, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 30th May, 1914, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 16th May, 1914. [721]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on THURSDAY, the 28th May, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1914.

The REGISTER of SHAREHOLDERS of the Company will be CLOSED from SATURDAY, 23rd, to THURSDAY, 28th instant, inclusive.

By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.

Hongkong, 16th May, 1914. [714]

## INTIMATIONS

## SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN.

## NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock p.m.

Objects of the Meeting:—  
To authorise an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$50 each previously notified.

By Order,  
LOWE, BINGHAM & MATTHEWS,  
Local Secretaries.

Hongkong, 1st May, 1914. [656]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Voluntarily Winding-up).

IN THE MATTER OF THE COMPANIES ORDINANCE 1911.

and

IN THE MATTER OF THE PAN HING HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE PAN HING HOTEL COMPANY, LIMITED (司公限有店酒興賓), will be held at Messrs. J. BURNHAM & Co.'s Offices at No. 6, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 30th May, 1914, at 2 o'clock in the Afternoon, for the purpose of confirming the following EXTRAORDINARY RESOLUTION, that is to say:—

"That the Company be wound up voluntarily."

"and that Mr. LO WAI SUN (呂蔚森), Manager of the Company, be and he is hereby appointed Liquidator for the purpose of such winding-up."

Dated the 14th day of May, 1914.

By Order of the Board,  
LO WAI SUN,  
Manager.

[705]

## NOTICE.

IT is proposed to hold an OLD RUGBEIAN DINNER on FRIDAY, the 29th May, at 8 p.m., at the HONGKONG HOTEL.

R. O. HUTCHINSON, Esq., has kindly consented to take the Chair.

Old Rugbeians wishing to be present are requested to send in their names to—

A. E. W. SALT,  
The University.

Hongkong, 18th May, 1914. [718]

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of the Company, No. 16, Paddar Street, Victoria, Hongkong, on THURSDAY, the 4th June, 1914, at 11.15 o'clock in the Forenoon, when the proposed Resolution, which was passed at an Extraordinary Meeting held on 18th May, will be submitted for confirmation as a Special Resolution.

"That Article 84 of the Articles of Association be altered by substituting the words 'Twenty-five' for the word 'Fifteen'."

JARDINE, MATHESON & Co., Ltd.,  
General Agents.

Dated Hongkong, 18th May, 1914. [723]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(ESTABLISHED 1850).

(TELEPHONE 97).

## NEW BATHING COSTUMES

IN ALL COLOURS.

## BATHING CAPS

AND

## SANDALS.

## BATH ROBES

AND

## TOWELS.



## WATER POLO BALLS.

## MEN'S SWIMMING SUITS

FROM \$1.50 EACH.

## LANE, CRAWFORD &amp; Co.



## SIEMSEN &amp; CO., SOLE AGENTS for

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## THE NAME REMINGTON STANDS FOR

The Longest History.  
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Official Typewriter of the Panama-Pacific International Exposition.

## REMINGTON TYPEWRITER COMPANY

(Incorporated).  
[64]



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## THE WORLD'S FAVOURITE HAIR OIL.

"For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume."

TEST IT FREE.  
A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAI CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—  
KAMINIA PERFUMERY COMPANY,  
Bombay, India. [687]

## WM. STEWART &amp; CO.

## TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

## 5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawed to any Dimensions. Floorings—Sized to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.  
Hongkong, 2nd May, 1914. [652]

## NOTICE.

NOTICE IS HEREBY GIVEN that on and after the date hereof the Business of Exchange and General Broker and Storage, heretofore carried on by me under the style or name of CHIN YU & COMPANY at No. 33, Queen's Road Central, Victoria, Hongkong, will be carried on by me under the name and style of MESSRS. D. H. COOPER & COMPANY at the same address.

Dated 16th May, 1914.

D. H. COOPER. [708]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.

[1345]

## ENTERTAINMENTS

## HIPPODROME CIRCUS AND MENAGERIE.

TO-NIGHT! 9.15 TO-NIGHT!!

AND EVERY EVENING INCLUDING SUNDAYS.

LOCATION: CAUSEWAY BAY.

## FIRST CHANGE OF PROGRAMME!

1. Overture.
2. Performing Lions.
3. Trick Pony "Bobby."
4. Comic Entree.
5. Double Vaulting Act.
6. Sailor Aloft.
7. Cycling on Wire.
8. 8 Liberty Horses.
9. Overture.
10. High Bars and Trampoline.
11. Trotting Act.
12. Head and Hand Balancing.
13. Sharp Shooting at a Living Target.
14. Naval Display.
15. Russian Dance.
16. Performing Elephants.
17. Steeple Chase.

## WRESTLING CHALLENGE!!

The Hippodrome Circus Representative issues a Challenge to Wrestle any man in the Island Catch-as-Catch Can or Gracco-Roman style for a side stake of any amount. All information may be had at the Circus.

NEXT MATINEE—SATURDAY, MAY 23RD, AT 4 P.M. SHARP.  
Children Half-Price to Matinee only.

Box Plan at ROBINSON PIANO Co., Ltd.

Special late Trains after every Performance.

Hongkong, 21st May, 1914. [660]

## INTIMATIONS

## RADIUM THERAPY.

We can Supply.

## RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Nevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., LTD.,  
Representing—  
WERNER RUDENBERG & Co.

(Shanghai),  
GRADIUM-HEIL-GESELLSCHAFT  
m.b.H., Berlin. [641]

## RADIUM

## EMANATION

## THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., LTD.,  
and  
MESSRS. THE MEDICAL HALL

to Supply our  
SAUBERMANN RADIUM  
EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING

INSTITUTE at Berlin.  
Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,  
Shanghai,  
Sole Agents for Hongkong and China

for the  
RADIUM-HEIL-GESELLSCHAFT  
m.b.H., Berlin. [642]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,  
Manager,  
6, Des Vaux Road Central  
(First Floor).

Telephone No. 650.  
Hongkong, 15th May, 1914. [710]

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[720]

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Hongkong—2nd December, 1913. [1339]

## TO LET

## TO LET.

From 1st May, 1914.

N. O. 104A, THE PEAK, FURNISHED.

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Prince's Buildings,  
Hongkong, 7th February, 1914. [684]

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FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

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Hongkong, 7th May, 1914. [678]

## TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

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Cheap rent.  
From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.

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It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

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Per *Hatyang*, from Swatow, etc., Miss L. Skerrett Rogers, Miss Pemberton, Mr. and Mrs. Paul H. King, Dr. and Mrs. Brangwin, Mr. A. Jenkins and Mr. Cope.

DEPARTED.  
Per *Chiyo Maru*, for Shanghai, etc., Mr. and Mrs. E. C. Beresford Parnell, Mrs. M. Yarborough, Miss G. Yarborough, Miss Skinner, Mr. Baldwin, Mr. E. D. Beylard, Mr. and Mrs. R. D. Charles of Uford, Mr. and Mrs. R. D. Harvey, Mr. and Mrs. T. S. Peck, Mr. and Mrs. W. C. Crull, Mr. S. L. Peck, Mr. and Mrs. P. Jordan, Mr. and Mrs. A. B. Giles, Mr. F. S. Catlin, Mr. W. S. Hodges, Mr. E. Catlin, Mr. J. Clark and servant, Mr. T. W. Hill, Mr. T. S. Forrest, Mr. K. M. Cumming, Capt. Gardner, Mr. and Mrs. C. H. Williams, Mr. J. A. Snell, Mr. A. E. Farland, Mr. E. M. Raymond, Mrs. J. D. F. Mulder, Mrs. F. van Dusen, Mrs. L. C. Bender, Mr. and Mrs. E. Libas and children, Mr. and Mrs. A. B. Ayres, Mr. R. Ogawa, Mr. Y. Yokoyama, Mrs. S. A. Joseph, Miss Joseph, Mrs. L. Mosser and child, Mr. Bartlett Yung, Miss M. O'Connell, Mr. P. Jameson, Mr. B. Carr, Miss K. G. Butow, Miss K. Franke, Mr. E. Leclaire, Mr. W. D. Clark, Misses A. Hill, C. and H. van Dusen, Lieut.-Col. H. Burden, Mr. Jacob S. Hoff, Mr. S. S. Coleman, Capt. and Mrs. John Inglesby, Mr. O. S. B. Rowe and servant, Mr. and Mrs. J. B. Russell, Miss A. W. Tindle, Miss J. Griffith, Mrs. Nelson, Miss Nelson, Miss N. Nelson, Mr. H. Goldenberg, Mr. E. Baerneck, Mr. A. P. Villa, L. J. N. Evangelista, Mrs. and Miss Griffin, Mr. and Mrs. E. M. Hulze, Miss M. Brady, Miss J. Schwan, Mrs. J. Winters, Mr. and Mrs. F. G. Swift and child, Mr. W. C. Cheley, Mr. and Mrs. Reynolds, Mr. and Mrs. C. H. Higley, Mr. C. E. McDams, Mr. C. L. Hillard, Mr. S. N. Anderson, Mr. R. B. Smith, Mr. S. N. Anderson, Mr. R. B. Robinson, Mr. and Mrs. R. D. Rader, Mr. C. S. Decker, Dr. T. T. Hartmann, Mr. D. Maruji, Mrs. J. A. Lane and child, Mr. R. J. Black, Mr. A. H. Donovan, Mr. J. E. Ros, Mr. Aryston, Mr. and Mrs. Hills and child, Mr. Ju. Fran, Mr. Ju. Syn, Mr. W. J. Thompson, Mrs. Kitada, Mr. J. Farquharson, and Mr. A. Ayosa.

## ACTIONS AND REACTIONS IN CHINA.

VIII.—COMMUNICATIONS.

(Continued.)

Just as Formosa witnessed China's earliest efforts in the railway sphere, it was also the scene of the earliest attempt to establish a Post Office under Government auspices. (And it may be added, Formosa also led the way in the establishment of a Republic: after its cession to Japan by the Treaty of Shimonoseki, the Chinese garrison on the island declared it an independent republic, and appointed the Governor as the first President.) Both these innovations followed on and were the results of the Franco-Chinese War and of China's subsequent efforts to organize the government of the island on a provincial basis. The State Post Office open to the public as set up in Formosa was, however, an isolated phenomenon: it functioned only in the island and its influence did not extend to the mainland, and it came to an end with the cession of the island to Japan in 1895.

The present postal system of China was, however, already in process of evolution. Its history was traced in detail in the Report on the Working of the Post Office for the Year 1904; briefly, its origin was more or less accidental, and sprang from the necessity of maintaining communication between the Peking Legations and the outer world during the winter months when the river to Tientsin was frozen. This task was at first undertaken by the *Tsungli Yamen*, which made use of the Government couriers for the purpose, but after a short time the work was transferred to the Customs, and extended to embrace the transmission of official mails during the summer months by coastal steamers to Shanghai, and from this modest beginning the present organization has developed. The creation of Postal Departments in the Custom Houses concerned was a necessary corollary to the performance of these duties by the Customs staff; in 1878 a regular Post Office was opened in Shanghai, China was invited to enter the Postal Union (an invitation which she has not yet been able to accept), and at the end of the same year the facilities were made available to the general public. In 1892 the system was extended to all Treaty ports north of Fukien, and on March 20th, 1896, there was issued an Imperial Edict by which the Chinese Government formally adopted the undertaking, creating an Imperial Post Office for the whole of the country. The Post Office was, however, still an *annexe* of the Customs, and Sir Robert Hart served in the double capacity of Inspector-General of Customs and of Posts; complete severance was not effected until May 28th, 1911, when the Post Office was transferred to the control of the Ministry of Communications, but still remained under foreign direction and supervision, Mr. Piry being the first Postmaster General. (Among the concessions obtained by France from China in 1898 was "A promise that if a separate Postal Department were at some future time established with a European director at its head, France, equally with other Powers, should have the right to recommend a candidate for the post." With reference to this promise, Sir Claude MacDonald says: "The Yamen gave me explicit assurance that this gave France no preferential claim to the appointment, and added that they had no intention of establishing a separate department." China, No. 1, 1899, p. 101—but it is obvious that this very nebulous promise would not cover France's intentions, and it was always understood that France had a prior claim to this post as a counterpoise to the British prescriptive right to the post of Inspector-General of Customs.)

The following statistics indicate the progress made by the Post Office in recent years, as well as showing how firmly established it now is in the order of things in China:

	1906	1911
Head and Sub-Head Offices	38	49
Branch and Island Offices	484	908
Agencies	1,674	5,244
Articles dealt with	113,000,000	421,000,000
Letters in native clubbed mails	7,982,000	5,913,000

These figures, especially the enormous increase in the number of letters, etc., transmitted, speak for themselves; the decline in "native clubbed mails," indicates the gradual suppression of the unofficial letter-transmitting agencies which have been the greatest hindrance to the establishment of the national Post Office. Prohibition and redemption being alike impossible, the State Post Office had to set out to acquire its market by a definite policy of "undercutting." Rates were reduced far below a remunerative figure, and then raised when it was found that the native agencies were being dispossessed and that the trade would stand the increased rate. The rates on

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[649]

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[1049-1]

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The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

## JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

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YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	SYDNEY	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE	YOKOHAMA ARRIVE
				MANCHURIA	10	12	14	16
				E. OF ASIA	10	16	18	20
				TENYO MARU	10	22	24	26
				NILE	10	22	24	26
				NIPPON	10	22	24	26
				E. OF JAPAN	20	22	24	26
				MONGOLIA	20	22	24	26
				MONTREAL	1	8	10	12
				E. OF RUSSIA	1	16	18	20
				HONGK. MARU	14	16	18	20
				PERSIA	14	17	19	21
				SHIMO MARU	14	20	22	24
				E. OF INDIA	23	28	30	32
				KOREA	25	31	33	35
				CHINA	17	25	27	29
				SUBERIA	4	Aug.	Aug.	Aug.
				E. OF ASIA	5	10	11	13
				CHINA	17	25	27	29
				MANCHURIA	20	25	27	29
				E. OF JAPAN	20	25	27	29
				TENYO MARU	20	25	27	29
				NILE	20	4	6	8
				E. OF RUSSIA	2	7	9	11
				MONTREAL	11	13	15	17
				NIPPON MARU	12	14	16	18
				MONGOLIA	12	18	20	22
				E. OF INDIA	23	28	30	32
				PERSIA	23	29	31	33
				SHIMO MARU	24	30	32	34
				E. OF ASIA	24	30	32	34
				PONGK. MARU	1	Oct.	Oct.	Oct.
				KOREA	10	15	17	19
				CHINA	10	15	17	19
				HONGK. MARU	10	15	17	19



## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"NELLORE"  
Arrived Hongkong on 15th May, 1914.  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ, AND STRAITS.

Consignees of cargo from the above-named steamer are hereby notified that their goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, 15th May, 1914.

S.S. "POLYNESIAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or S.S. "Danube" from La Palice, ex S.S. "Terror" from Havre, ex S.S. "Danube" in connection with above Steamer are hereby notified that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns at Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 23rd inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst. or they will not be recognized.

All damaged packages will be examined on the 25th inst. at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 17th May, 1914.

## NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining undelivered THURSDAY, 21st May, at 5 P.M., will be subject to landing charges, and if undelivered FRIDAY, 22nd May, at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All claims and otherwise damaged Cargo will be examined at the above Company's Godown, MONDAY, 25th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 19th July, otherwise they will not be recognized.

R. C. MOBERTON, Agent.

Hongkong, 19th May, 1914.

## NORDEUTSCHER LLOYD, BREMEN.

## FREIGHT LINE.

## NOTICE TO CONSIGNEES.

The Steamship

"BORUM"

having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns at Kowloon Wharf and Godown Company, Ltd., at Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 9.30 A.M.

All Claims must reach us before the 3rd June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELBOURNE &amp; Co., General Agents.

Hongkong, 19th May, 1914.

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## DYSPEPSIA AND HOT WEATHER.

"I look upon it that he who does not mind his stomach will hardly mind anything else," wrote Dr. Johnson with characteristic brusqueness.

In these hot, moist days, every man must "mind his stomach." If he does not, dyspepsia will be his lot, with its long train of disagreeable symptoms. To avoid dyspepsia, or to overcome it if present, it is imperative to nourish the nerves as well as supply easily-digestible food. For this purpose, nothing compares with Sanatogen, which is a highly concentrated, nutritious food, chemically combined with phosphorus in the exact form in which it exists in the body. Exceedingly digestible itself, it also helps the digestion of other foods. It thus rapidly restores digestive power and nervous vigour.

A physician writes in *The Medical Press and Observer*, one of the leading British medical journals: "Sanatogen supplies the needed nutrition to the brain-cells as well as the necessary filip to the heart, stomach, liver and other organs. In consequence, the patient sleeps and his energy of mind and body is restored. He loses his depression of spirits, and the balance of his nutrition is restored, for in all cases it acts as a powerful stimulant to the nervous system."

Sanatogen can be obtained of all Chemists, in bottles of two sizes. (111-S. 607a.)

## SHIPPING IN PORT

STAMERS.

ABACENDA, American str., 2,600, E. V. W. Keen, 12th May—Manila 6th May, Nil—Order.

BORUM, German str., 4,100, H. Goantr, 10th May—Singapore 14th May, General—Melchers & Co.

CHONGSHING, British str., 1,286, V. Liddell, 17th May—Tientsin 10th May, General—Jardine, Matheson & Co.

CHINA, American str., 3,116, H. Thompson, 10th May—San Francisco 18th May, General—Pacific Mail S.S. Co.

CHUNSHING, British str., 1,418, G. J. Matlock, 10th May—Bangkok 6th May, Rice—Jardine, Matheson & Co.

DAITEN MARU, Japanese str., 2,894, W. Nakagawa, 16th May—Dairen 11th May, General—Chinese.

DILWALA, British str., 3,400, G. N. Ramag, 14th May—Mojoi 6th May, General—David Sassoon & Co.

DRUPAR, Norwegian str., 1,002, J. Bing, 19th May—Swatow 18th May, General—Chinese.

ELBERTH, German str., 901, Berg, 14th May—Hohhot 13th May, Salt and General—Order.

GEMINI, British str., 1,383, E. Jones, 9th May—Bangkok 1st May, Rice—A. Bunc & Co.

HARVAR, Norwegian str., 1,069, C. Beck, 14th May—Saigon 28th April, Rice—Java-China Japan Line.

HELIUS MARU, Japanese str., 1,933, Miyana, 12th May—Mojoi 6th May, Coal—Mitsui Bussan Kaisha.

HUE, French str., 732, A. Cornelissen, 17th May—Haiphong 15th May, General—A. R. Marty.

JAFAN, British str., 3,806, C. P. Seddon, 12th May—Calcutta 25th April, General—David Sassoon & Co.

KAMOR, Norwegian str., 949, S. T. Muus, 18th May—Haiphong 16th May, Stone—Java-China Japan Line.

LAETTES, British str., 1,350, C. Wawn, 12th May—Saigon 7th May, Rice and General—Chinese.

LOONGSANG, British str., 1,962, W. G. G. Leask, 18th May—Manila 18th May, General—Jardine, Matheson & Co.

LUCOW, British str., 1,220, Meakrell, 17th May—Shanghai 13th May, General—Butterfield & Swire.

NEWLIN, British str., 3,442, Charles Clarke, 15th May—Barry Dock 2nd April, Coal—Order.

No. 2 J. Maru, Japanese str., 1,727, T. Itane, 18th May—Wakamatsu 12th May, General—Mitsui Bussan Kaisha.

PHRA NANG, British str., 3,000, 6th May—Karatsu 1st May, Coal—A. Bunc & Co.

SEXTA, German str., 910, Jensen, 17th May—Saigon 13th May, Rice—Jensen & Co.

SHANSE, British str., 1,228, Simons, 16th May—Bangkok 9th May, Rice—Butterfield & Swire.

SUISANG, British str., 1,776, H. Simpson, 16th May—Mojoi 11th May, Coal and General—Jardine, Matheson & Co.

TAMON MARU No. 12, Japanese str., 2,542, Nomura, 30th April—Mojoi 24th April, Coal—Mitsui Bishi Goshi Kaisha.

WAISHING, British str., 1,170, E. S. Holmwood, 18th May—Wuhu 13th May, Rice—Jardine, Matheson & Co.

WINGSANG, British str., 1,215, J. H. Lishman, 11th May—Swatow 10th May, General—Jardine, Matheson & Co.

WOSANG, British str., 1,187, J. M. Smith, 18th May—Taigau 18th May, General—Jardine, Matheson & Co.

## SHIPPING REPORTS.

The British str. *Huinan* reports: Moderate wind, dark, cloudy and showery.

The British str. *Huanyang* reports: Moderate wind and sea, dull and cloudy, fair during night, fine and clear this morning.

## PASSED THE CANAL.

April 28th—*Ambria*, Den of Airle.  
May 1st—*Den of Opil*, Matia, Segovia, Phenius, Rheus.

May 5th—*Beneleuch*, Ceylon, Knap St. Scandia, Africa, Nain, Tokushima Maru.

May 8th—*Gochen*, Kitano Maru, Nera, Pelous, Sachsen, Tiana, Valentia, Phivis, Baron Jedburgh.

May 12th—*Glenstrae*, Koerber, Khiva, St. Patrick, St. Kilda, Ville de la Citat, Tuhanger, Laomedon.

May 15th—*Atholl*, Helorus, Yangtze, Atlantique, Erebus.

May 19th—*Austria*, Benlawers, Derfinger, Silesia, Anpan.

## ARRIVALS AT HOME.

May 19th—*Ambria*, Sachsen, Scandia, Atlantique, Tuhanger, Naina Maru.

## ACTIONS AND REACTIONS IN CHINA.

(Continued from page 5.)

The organization of the Post Office on modern lines did not introduce a new institution into China—all it did was to supplant and improve upon the machinery already existing for the same purpose, so that it has not had nearly the same revolutionizing effect as the telegraph. The advantages of this, and the assistance it would be in the task of controlling the provincial authorities, were so obvious that the Central Government gave the invention a whole-hearted welcome, and there was neither stubborn prejudice nor opposition of vested interests to be overcome. There were, it is true, those who feared that the tall poles with the uncanny wires suspended from them would destroy the *fung-shui*—those mysterious influences of "wind and water" that determine the luck of the district—but the Government found (as it always can if it is in earnest) a short way with these fears and superstitions. The poles were protected by official proclamations and the Government stamp on every pole, and it was also decreed that the nearest village would be made responsible for any wilful damage done, whereupon popular feeling against the innovation vanished.

Yakub Beg's rebellion in Kashgaria, and the subsequent trouble with Russia over the Kuldja question, first convinced the Chinese Government of the need of some means of communication more speedy than couriers who might take several weeks to convey information from or to the remote corners of the Empire, and 1882 saw the official opening of China's first telegraph line—that from Shanghai to Tientsin. Before that year, the only land line in the country was one from Woussing to Shanghai, connecting with the foreign submarine cables from Hongkong. 1882 also saw the system extended up the Yangtze Valley, and two years later there were lines from Peking to Canton. The system was extended to Szechuan in 1886, to Shanxi in 1890, and to Kiakhta in 1897, and at the end of 1912 it comprised 33,339 miles of land line, 1,000 miles of submarine cable, and 102 miles of underground cable, with a total of 561 stations and 1,241 instruments. The total number of telegrams sent in 1910 (the last year for which complete statistics are available) was 1,009,223, excluding the numerous official telegrams that are (or were) transmitted gratis.

At first the telegraph system was operated by a Chinese Company under Government control, but in 1903 it was taken over by the State and worked as a department of the Board of Communications. As the only service of foreign origin that is under purely Chinese management (at the close of 1912 there were only four foreigners employed) it has inevitably come in for a very full share of criticism, unreliability, and lack of secrecy. The first clause in the indictment was easy to maintain, for the minimum charge was 10 cents (2d.) per word, while in some cases it went as high as 80 cents (1/8). These rates were reduced in 1912 to 9 cents (2d.) a word for places in the same province, and 18 cents (4d.) a word for all other places in China, but even so they do not err on the side of cheapness. The unreliability of the Chinese telegraph system is attributable to negligence in the upkeep of the lines and to lack, in many cases, of alternative routes, so that the first gale or flood is certain to break down a pole or two somewhere, and so, except in the case of those places that are fortunate enough to have a submarine cable, to cause temporary isolation or, at least, necessitate the despatch of telegrams by some circuitous route, causing delay and additional expense. (E.g., when the line between Swatow and Canton is interrupted, telegrams have to be sent to Amoy, thence by cable to Hongkong, and thence to Canton, so that the cost is roughly trebled.) The failure to observe the necessary secrecy and to keep inviolate the privacy of messages transmitted is in a way the least serious of the faults of the administration, as it is one that renders themselves can usually take measures to check, and it is, in any case, readily intelligible in an Oriental country, but it is none the less a blot on the system and a fault that will have to be eradicated.

The intention of the Central Government in introducing or encouraging these improved means of communication, and particularly the telegraph, was undoubtedly in a large measure to bring the land more directly under its control and so to check the forces of disruption and rebellion, but it was soon evident that they were of service to its foes in the same way as to the Imperial Government itself. Writing under the heading

## Final Causes of the Manchu Collapse.

J. O. P. Bland says:—

In former days, before the telegraph and the Press had rendered possible a certain community of knowledge and aims between the widely separated political and intellectual centres, loss of Imperial "face" or territory had no immediate effect upon the provinces. Even in 1800, during the sack of Peking and the flight of the Court, the word of two Viceroys kept the lid on the "boiling cauldron" of the Yangtze. Since then, by the circulation of news, papers, the building of railways, and the far-reaching development of the postal service, all that Peking does is known and criticized in the provincial capitals; and the prestige of the Manchus steadily declined in the eyes of Young China, as the certainty of established conscious class, that the Government had no longer the physical or moral energies sufficient to check the encroachments of the foreigner. (Recent Events and Present Policies in China, p. 73.)

So much for the destructive influence of these modern services. On the constructive side their effect was very strikingly exemplified in the simultaneity with which certain phases of political activity broke out throughout the land. Thus, when at the close of 1909, Japan declared her determination to permit the boycott of Japanese goods as a protest against her prostration no longer over the Antung-Mukden Railway, but to take the work in hand herself, the movement for the boycott of Japanese goods as a protest broke out at once in all parts of the Empire. Even more remarkable was the way in which, a few months later, tales of the alleged intention of the Powers to partition (*Kya-fen*—"slice the melon") China, coupled, of course, with an anti-foreign agitation, suddenly cropped up in all the provinces at about the same time. These incidents were sufficient to show the way in which it was possible, by the aid of the Post Office and telegraph, to organize a concerted movement throughout the whole of the land, and the final demonstration came with the Revolution of 1911, when the Republican cause spread, not as in the case of the Taiping Rebellion, only as fast as the army advanced, but, except where cross-currents were at work, as quickly as the news of the anti-Imperial rising could be disseminated.

CONCLUSION—THE PARLIAMENTARY MOVEMENT.

An examination of the various movements and tendencies which have contributed towards the evolution of the new order of things, and the new national spirit, in China, would not be complete without some notice of the history of the much boomed Constitutional Reforms which were to prove the apotheosis of the modern movement. The brief history of China's Parliament, and its total failure to realize the high hopes in which it was inaugurated, are too recent to call for detailed exposition, but the institution, both in its inception, its defects, and its close, is so peculiarly a product of Young China and so characteristic of it that a brief recapitulation of the broad outlines of the phenomenon will not be out of place.

The first hint of the epoch-making changes that were to be brought about was contained in an Edict issued from Peking at the beginning of 1901, in the course of which the Empress Dowager said:—

"We hereby decree and command that the officials concerned shall now make close enquiry and comparison as to the systems of Government in force in European countries. With special reference to those that obtain in China to-day."

This Edict at length bore fruit in a Special Commission that was despatched in 1905 to Japan, the United States, and Europe to examine and report on the various forms of government in foreign lands, and on its return a further Edict was issued with a definite promise of a Constitution.

In a few years time, when it is found that there is a rough outline of what is needed, the time will have come for appointing a day for the inauguration of a Constitutional Government. The whole Empire will then be notified of the fact. We would therefore earnestly exhort our Viceroys and Governors of provinces to issue proclamations to their people, to show an enthusiastic desire for education, to be loyal and patriotic, to sacrifice for the good of all, and to refrain from destroying a grand structure through petty strife and private quarrels. Let all observe law and order, and prepare themselves to enjoy the solid advantages of a Constitutional Government. This is our sincere hope and desire. Let this be made known throughout the Empire." (Edict of September 1st, 1906.)

There is a delightful air of spontaneity about all this which makes it appear that the Manchu Court was acting entirely on its own initiative, and that an unasked-for Constitution was being forced on the people from above. The late dynasty was, however, second to none in its address when questions of "face" were concerned, and it was notorious that the unrest in the South consequent on the reversal of the 1898 reform programme was causing grave anxiety, and that these

guarded promises of a constitutional era were designed to placate the malcontents among the new foreign educated mandarin class that was growing stronger every year—the leaven of Young China was already at work, and the Court was endeavouring to avert the threatened storm by timely concessions.

Towards the end of 1907 the promises took a more concrete shape: the creation of a National Assembly (*Tai-cheng Yuan*), "to serve as the foundation of a Parliament," was provided for, and its Presidents were appointed, and the establishment of Provincial Assemblies (*Tai-chu*) was ordered. Definite form was given to the movement with the promulgation the following year of the famous "Nine Years' Programme of Constitutional Preparation," the salient points of which were that the third year (1910-11) was to see the inauguration of the National Assembly, and the ninth year (1916-17) the completion of the preparatory processes and the holding of the elections for the Upper and Lower Houses of Parliament.

The National Assembly met in due course on October 3rd, 1910, and soon showed its temper. Before it had been sitting a week, the agitation for the early convention of Parliament broke out in full blast; all the efforts of the Court and its adherents proved unequal to the task of repressing the storm, and within a month the Prince Regent and his advisers surrendered. On November 6th, an Edict was issued stating that:—

"Imperial directions have now been given that the time when the Parliament shall be established shall be the 5th year of Hsuan-tung (1913), and, afterwards, a revised programme of constitutional preparation was promulgated in accordance with this change. The first passage of arms between Young China and the old regime had ended in a complete victory for the former, and from that time the doom of the House of Ch'ing was sealed.

The impatience that was manifested in this respect would seem to be characteristic of Young China. In view of the long time the country had been ruled by a patriarchal absolutism, nine years was certainly not an unduly long time to wait for the inauguration of a Parliament, but this failure to realize the necessity of compromise in matters of government, and of adapting methods and machinery to prevailing conditions, has been manifested over and over again. It was seen in the similar (and largely successful) agitation for the abbreviation of the period during which Indian opium was to be imported into China in progressively smaller quantities; it was seen also in the persistence with which the Kuomintang element in the Republican Parliament endeavoured to make the executive its tool and to arrogate to itself a position and importance that no legislative body possesses anywhere in the world. The unreluctance to reality of the proceedings of the Republican Parliament were simply demonstrated when, with an empty national exchequer, its members voted themselves salaries on the most liberal scale; in brief, it may be said that the present failure of Parliamentary Government in China is due to the lack of men of practical experience among the new school of politicians and to their consequent obsession by theories which, admirable as they may be in themselves, need considerable cutting-down and modification before they can be applied to a country just emerging from medievalism. Young China has yet to realize the truth of Lord Morley's dictum that politics is ultimately the province of "the second best"; for the present, "All or nothing" would seem to be the motto of its politicians, and they have no just cause for complaint if the condition, and necessities of the country have determined that, for the present at all events, the latter should be their lot. [THE END.]

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[281-6]

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Hongkong, 16th April, 1914.

## LATEST STEAMER MOVEMENT.

The C.P.R. str. *Empress of Russia* left Kobe on the 19th May, at 3 p.m., and arrived at Shimidzu on the 20th May, at 5 a.m.

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[281-6]

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Hongkong, 16th April, 1914.

## SEQUEL TO THE "TAI ON" DISASTER.

(Continued from page 4.)

The Crown Solicitor said he had very little more to say except that they regarded this case as a very serious one, because the Captain, on his own admission, did not know there was a piracy on the *Tai On*—he only surmised it to be that. Even then, it was his duty to see what assistance could have been given. Had he done so there was no doubt that he would have been asked to stand by until he was no longer wanted. It was going to be a nice sort of thing—an easy job for pirates—if they thought that other ships coming up were not going to render assistance to ships being pirated. And it was going to be a very serious matter for masters of ships and all the human beings they carried on board if they could not rely upon other ships standing by when they were being attacked in this manner. It would be a serious thing if the distress signals were to be used in vain. It was a matter which all Captains would, and must, regard, if they were in the same position as Captain Wetherell, as very serious. He would have liked Captain Jones to have gone into the witness-box and say he was sorry he made a very serious error of judgment. He ought to have stood by, there was no doubt. Had he done so they would not have had the terrible loss of life that they had. He was afraid he must press the case, owing to its serious nature. He would have been only too willing to have accepted any reasonable explanation that could have been given. Captain Hughes undoubtedly gave a very reasonable explanation and he was very pleased to accept it.

His Worship—It was a very true explanation, I think.

The Crown Solicitor—Yes, your Worship.

Mr. Dixon said his friend had described Captain Jones' offence as an error of judgment. Captain Jones had two courses before him. He could have stood by, and he could have gone on to Wang-moon and got a gunboat. He took the latter course, and as it turned out it was not the wiser. He submitted that his Worship could not convict the defendant of misdemeanour under the Maritime Conventions Act, 1911. If his Worship did hold there was a breach of the Convention he should adopt the practice of the Marine Court, and simply admonish the defendant, because there was no doubt that he had suffered a great deal of worry and anxiety through this case. He asked his Worship to find that Captain Jones did render assistance, and he asked for his discharge.

His Worship said he was confident that if Captain Jones were placed in similar circumstances again he would act differently. He found that he did fail to render assistance, and would have to record a conviction against him. He would be fined \$100.

The market value of the Company's securities after disposing of a part at a profit of Yen 235,611, is approximately three-quarters of a million yen in excess of







# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	10.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 21st MAY, 1914.

8 a.m. HONGKONG. 8 a.m. HONGKONG.

10 p.m. HONGKONG. 10 p.m. HONGKONG.

FRIDAY, 22nd MAY, 1914.

8 a.m. HONGKONG. 8 a.m. HONGKONG.

10 p.m. HONGKONG. 10 p.m. HONGKONG.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,851 tons. S.S. TAI SHAN, 2,006 tons.

## HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 24th MAY, 1914.

The Company's Steamship "HEUNGSHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. SUI TAI, 1,851 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong of vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	P. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 1st June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., ROYAL KUMU KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD. Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers Hongkong, 14th May 1914.

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FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	V. CIOTAT	On 1st June.
HOMEWARD		
MARSEILLES VIA PORTS	MAGELLAN	On 2nd June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and ALEXANDRIA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From Hongkong: 25th May. "SURAT". From Colombo: 17th June. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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From Hongkong: "SALAMIS" 25th July. First Class Accommodation for Passengers. FITTED WITH WIRELESS TELEGRAPHY.

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CHINA (via Manila) Sailing WEDNESDAY, 27th May, at Noon. MANCHURIA " " SATURDAY, 6th June, at 1 p.m. NILE (via Manila) " " TUESDAY, 16th June, at Noon. MONGOLIA " " FRIDAY, 26th June, at 1 p.m.

These Steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marasilia, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE and YOKOHAMA	"SEGROVIA"	28th May.
" "	"PREUSSEN"	8th June.
" "	"SILESIA"	18th June.
" "	"C. F. L. LAEISZ"	3rd July.
" "	"SENEGAMBIA"	17th July.
" "	"SCANDIA"	27th July.
" "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE and PORTLAND (Or.)	"SAXONIA"	10th June.
" "	"ANDALUSIA"	4th Aug.
" "	"SITHONIA"	9th Sept.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BEISGAVIA"	26th May.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"ALTMARK"	28th May.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BEISGAVIA"	3rd June.
HAVRE & HAMBURG	"T. E. BUELOW"	15th June.
MARSEILLES & HAMBURG	"T. E. BUELOW"	15th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"SUDAMAR"	28th June.
ROTTERDAM, HAMBURG & ANTWERP	"SEGROVIA"	4th July.
HAVRE, BREMEN & HAMBURG	"GOLDENFELS"	13th July.
ROTTERDAM, HAMBURG & ANTWERP	"PREUSSEN"	15th July.
HAVRE, EMDEN & HAMBURG	"EMDEN"	5th July.
" "	"SILESIA"	2nd July.

For Further Particulars, apply to—

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## OSAKA SHOSEN KAISHA.

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IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

### FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanno	WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Katsuyoshi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	" "
"CANADA MARU"	H. Yamamoto	" "
"TACOMA MARU"	T. Hamada	" "

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

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These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

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Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	FRIDAY, 5th June, A.M.
"JAVA MARU"	D. Fushigami	MONDAY, 6th July, A.M.
"INDO MARU"	K. Komiya	" "

### CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	" "
FOR TAMSUI VIA SWATOW AND AMOY.		
"DAIJIN MARU"	K. Murakami	SUNDAY, 24th May, at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 31st May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 27th May, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	FRIDAY, 22nd May.

These Steamers of Coast and Forenoon Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

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## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

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TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
		6 p.m. Tues.	Noon Sat.		Saturday	Friday
May 14	INDIA	May 19	May 23	MORSA	June 20	June 26
May 28	DEVANHA	June 2	June 6	MALOJA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HELIKATA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDDIA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at MARSEILLES, Plymouth and London. These vessels will now arrive in MARSEILLES on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from MARSEILLES can now arrive in London at 3.25 p.m. on Saturdays.

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The Fares to London and MARSEILLES are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£55.	"	"	£89.	£97.
MARSEILLES	£44.	"	"	£66.	£60.
MARSEILLES	£40.	"	"	£58.	£52.
MARSEILLES	£35.	"	"	£51.	£45.
MARSEILLES	£32.	"	"	£48.	£42.
MARSEILLES	£28.	"	"	£42.	£36.

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STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
NOVARA	about May 26	about June 4	about June 10	about June 16	about July 14	about July 24
NELORE	about June 9	about June 18	about June 24	about June 30	about Aug. 28	about Aug. 7
NEHYRE	about June 23	about July 2	about July 8	about July 14	about Aug. 11	about Aug. 21
NAGAYA	about July 7	about July 16	about July 22	about July 28	about Aug. 26	about Sept. 6
SYRIA	about July 21	about July 30	about Aug. 5	about Aug. 11	about Sept. 9	about Sept. 20
NILE	about Aug. 4	about Aug. 13	about Aug. 19	about Aug. 25	about Sept. 23	about Oct. 3

\* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £45 Single; £65 Return. 2nd Saloon £30 Single; £45 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

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## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	WEDNESDAY, 3rd June, at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 2nd June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,800	WEDNESDAY, 3rd June, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TANGO MARU	13,500	WEDNESDAY, 1st July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU	12,000	SATURDAY, 30th May.
KOBE and YOKKAICHI	COLOMBO MARU	5,000	THURSDAY, 21st May.
KOBE and YOKOHAMA	KANAGAWA MARU	12,500	FRIDAY, 22nd May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	TUESDAY, 2nd June, at 5 p.m.
KOBE and YOKOHAMA	KITANO MARU	16,000	WEDNESDAY, 3rd June, at 11 A.M.

5 Fitted with New System of Wireless Telegraphy.

Cargo only.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd Class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information, as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241

[8-9-14]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	Noon 22nd May	Freight and Passage.
LONDON VIA USUAL PORTS OR OCEAN	LELIA Capt. C. C. Talbot, R.N.R.	Noon 28th May	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	KOBE Capt. H. E. Kitch, R.N.R.	About 28th May	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, AND MARSHALLS	NOVADA Capt. H. R. Hetherington, R.N.R.	About 10th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th May, 1914.

## CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	On 21st May, 4 P.M.
SHANGHAI AND TSINGTAU	"KANCHOW"	On 23rd May, Midnight.
WEIHAIWEI AND TIENTSIN	"HONGKOW"	On 24th May, Midnight.
MANILA, CEBU AND ILOILO	"CHINCHOW"	On 26th May, 4 P.M.
SHANGHAI	"SHAOHSING"	On 26th May, 4 P.M.
HOIHOW AND HAIPHONG	"KAIHONG"	On 27th May, 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SORROW STEAMERS "CHINCHOW," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SORROW STEAMERS "ANHUI," "CHEMAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wootung.

REDUCED FARES: SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE,  
Hongkong, 21st May, 1914. TELEPHONE 36. AGENTS. [5]

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE)  
VIA SUEZ, COLOMBO, ADEN, SOVA AND PORT SAID.  
S.S. "AFRICA," 2,840 tons, will leave as above on 15th June, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Stewardesses, Landry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 600 1st, 430 2nd, 219 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SOVA AND PORT SAID.

S.S. "NIPPON," 13,950 tons, will leave as above about 5th June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplon, Lannagne, Paris, Calais or Boulogne, Class I 43.15, II 46.15.

Via Venice, Milan, St. Gothard, Locarno, Pale, Laon, Calais or Boulogne, Class I 48.15, II 46.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I 29.15, II 26.9.

Via Munich, Cologne, Hook or Flushing, Class I 27.15, II 24.15.

TO SHANGHAI  
S.S. "AFRICA," 2,840 tons, will leave as above on 1st June, at 5 A.M.

FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 23 3rd Class.

TO KOBE VIA SHANGHAI YOKOHAMA.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 30th May.

age taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBER & Co., AGENTS,  
Hongkong, 16th May, 1914. Princess Building. [43]

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.  
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAYANG"	Capt. A. E. Hodgins	FRIDAY, 22nd May, at 11 A.M.
"HAYONG"	Capt. W. C. Passmore	TUESDAY, 26th May, at 11 A.M.
"HAYAN"	Capt. A. H. Stewart	FRIDAY, 29th May, at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAYAN"	Capt. J. Evans	SUNDAY, 24th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 20th May, 1914.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	23rd May	On 29th May, 10 A.M.
ST. ALBANS	13th June	On 19th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Staff of Nurses have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 16th June.
* NIPPON MARU	11,000 — 18 knots	WED., 25th June.
* HONGKONG MARU	11,000 — 18 knots	FRIDAY, 10th July.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	THURS., 30th July.

Steamers via Shanghai will be despatched at Noon.

Manila " " at 10.30 A.M.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

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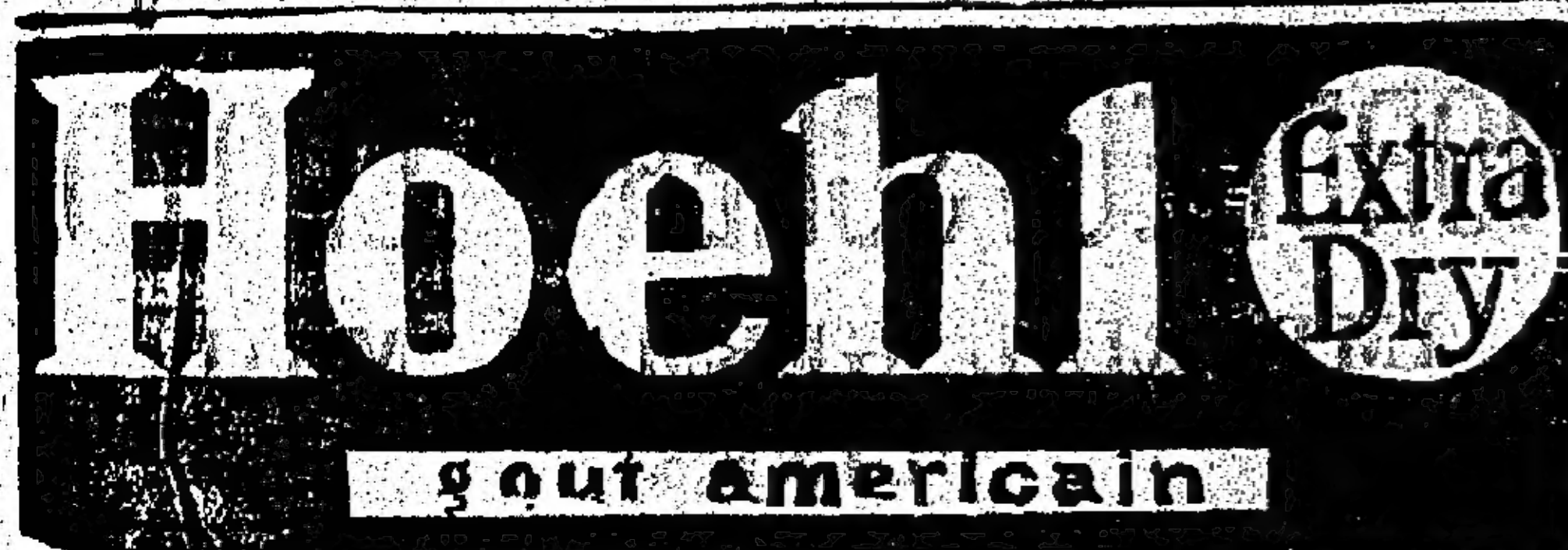
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Passengers may Travel





OBTAINABLE FROM  
**KARL BRANDES,**  
No. 2, PEDDER STREET.

Hongkong, 18th May, 1914.



**NATURA MILK**

**BEST  
STERILIZED  
MILK**  
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 18th May, 1914.

**CH. WEISS, TROSSINGEN**

MANUFACTURER OF

**MOUTH ORGANS.**

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 18th May, 1914.

**POST OFFICE NOTICE.**

The *Kanchow*, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 29th ult., is due to arrive here to-day.

The *Devanha*, with the ENGLISH MAIL, left Singapore on Saturday, the 16th inst., at 11.30 a.m., and is due to arrive here to-day. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 15th ult. and for despatch overlaid on the 16th ult.

The *India*, with the MAILED FROM LONDON (via Siberia) of Friday and Saturday, the 1st and 2nd inst., is due to arrive here to-morrow.

The *Empress of India*, with the CANADIAN MAIL, left Shanghai on Tuesday, the 19th inst., at 4 p.m., and is due to arrive here to-morrow, at 10 a.m.

The *Indetovo*, with the AMERICAN MAIL of Manchuria, is due to arrive here on Tuesday, the 26th inst.

Chinese Registered Correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Fort B. yard, Haiphong and Pakhoi	Hue	Thursday, 21st, 11.00 A.M.
*Chefoo and *Dairen	Dairen Maru	Thursday, 21st, 11.00 A.M.
*Shanghai and *North China	Luchow	Thursday, 21st, 3.00 P.M.
*Japan via *Mikie and *Kobe	Dunera	Thursday, 21st, 3.00 P.M.
*Shanghai and *North China	Wongai	Thursday, 21st, 5.00 P.M.
*Japan via Kobe	Kanagawa Maru	Thursday, 21st, 5.00 P.M.
*Fremantle, W.A.	Suzung	Thursday, 21st, 5.00 P.M.
Svatow, Amoy and Poochow	Haiyang	Friday, 22nd, 10.00 A.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Devanha	Friday, 22nd, 10.00 A.M.
(To make connection with the Dalny steamer leaving Shanghai on Wednesday, the 27th inst., at noon.)		Letters, 11.00 A.M.
*Straits and *India via Calcutta	Ditwara	Friday, 22nd, 2.00 P.M.
Philippine Islands	Zafiro	Friday, 22nd, 3.00 P.M.
WARRANG, AUSTRALIA, INDIA, ADEN, ROYAL, and BURDOP via BRINDISI		Saturday, 23rd, 10.00 A.M.
(Late Letters 11.00 to Noon, Extra Postage 10 cents.)		Registration, 10.15 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		Registration with late fee of 10 cents up to 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	India	Registration, Kowloon B.O., 9.30 A.M.
*Parcel mail will be closed to-morrow, at 5 p.m.		Letters, 11.00 A.M.
Philippine Islands	Loongang	Saturday, 23rd, 1.00 P.M.
*Japan via Yokohama	Japan	Saturday, 23rd, 3.00 P.M.
*Wohhaiwei and *North China	Cheongshing	Saturday, 23rd, 5.00 P.M.
*Shanghai and *North China	Kwongshing	Saturday, 23rd, 5.00 P.M.
*Shanghai and *North China and *Japan via *Kobe	Namsang	Saturday, 23rd, 5.00 P.M.
*Shanghai and *North China	Washing	Saturday, 23rd, 5.00 P.M.
*Wohhaiwei and *Tientsin	Huechow	Saturday, 23rd, 5.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Kanchow	Saturday, 23rd, 5.00 P.M.
(To make connection with the Tsingtau train leaving Shanghai on Thursday, the 28th inst., at 8 p.m.)		
*Svatow, Amoy, and Formosa via Tamsui	Daitin Maru	Sunday, 24th, 9.00 A.M.
Svatow	Kishan	Sunday, 24th, 9.00 A.M.
*Straits, *Batavia, *Ubangi, *Samarang and *Bourabaya	Ho-to Maru	Monday, 25th, 10.00 A.M.
Svatow, Amoy and Poochow	Bo-ching	Tuesday, 26th, 1.00 P.M.
*Straits and *India via Calcutta	Lanchow	Tuesday, 26th, 3.00 P.M.
Philippine Islands	Chinhua	Tuesday, 26th, 3.00 P.M.
*Shanghai and *North China	Shaoching	Tuesday, 26th, 5.00 P.M.
*Japan via Kobe	Yataiching	Tuesday, 26th, 5.00 P.M.
Hoibow, Haiphong and Pakhoi	Kangfong	Wednesday, 27th, 8.00 P.M.
*Shanghai and *North China	Kangfong	Thursday, 28th, 5.00 P.M.
Philippine Is., Australia, Tasmania and New Zealand via Thursday Island	Empire	Friday, 29th, 9.00 A.M.

\* Specially superscribed correspondence only.

**TO-NIGHT**

8.15 p.m.—Hippodrome Circus at Causeway Bay.

**FORTHCOMING EVENTS.**

Saturday, 23rd May—8 p.m.—Hippodrome Circus at Causeway Bay.

Thursday, 26th May—3 p.m.—Auction of Crown Land at Kennedy Road, by Public Works Dept.

Wednesday, 27th May—Noon—Peak Tramways Co., Ltd., Meeting of Shareholders.

Thursday, 28th May—12.30 p.m.—The "Star" Ferry Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Office.

Friday, 29th May—9 p.m.—The Pan Hing Hotel Co., Ltd., Extraordinary General Meeting at Messrs. U. Ramjahn & Co.'s Office.

Thursday, 4th June—11.30 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

Thursday, 4th June—11.15 a.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

**ON SALE**

BOUND VOLUMES OF THE HONGKONG DAILY PRESS, JULY TO DECEMBER 1913. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 6th March, 1914.

**COMMERCIAL**

**CLOSING QUOTATIONS.**

May 20th.

On LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bills 4 months' sight	111 1/2
On PARIS—	
Bank Bills, on demand	242 1/2
Credit, at 4 months' sight	242 1/2
On GERMANY—	
On demand	197 1/2
On NEW YORK—	
Bank Bills, on demand	47
Credit, at 60 days' sight	48
On BOMBAY—	
Telegraphic Transfer	144
Bank, on demand	144 1/2
On CALCUTTA—	
Telegraphic Transfer	144
Bank, on demand	144 1/2
On SHANGHAI—	
Bank, at sight	74 1/2
Bank, 30 days' sight	74 1/2
On YOKOHAMA—	
On demand—Pace	94 1/2
On MANILA—	
On demand	52 1/2
On SINGAPORE—	
On demand	116 1/2
On BATAVIA—	
On demand	nom.
On HAIPHONG—	
On demand	nom.
On SAIGON—	
On demand	nom.
On BANGKOK—	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$10.30
GOLD LIME, 100 fine per ton	\$54.00
BAR SILVER, per oz.	26 1/2

**SUBSIDIARY COINS.**

Hongkong... 20 cents piece... \$ 8.00 discount.

Hongkong... 10 " " \$ 9.60 " "

**MAILS VIA SIBERIA.**

London... 2nd... May 2nd.

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**WHITE HORSE**

**WHISKY.**

**LANE, CRAWFORD & CO.,**

SOLE AGENTS.

**SHARE LIST—QUOTATIONS.**

HONGKONG, 20th MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
<b>BANKS.</b>					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$810, sellers	5 1/2 p.c.	
China Bank Corporation, Limited	60,000	\$12 all	\$12, buyers	6 1/2 p.c.	
China Light and Power Company, Ltd.	50,000	\$1 all	\$4.10, sellers	7 1/2 p.c.	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$8 1/2, buyers		
Corroon Mills.					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 121		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8, sellers	5 p.c.	
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$38, buyers	5 p.c.	
<b>DOCK AND WHARF.</b>					
Hongkong & Wharves & Dock Co., Ltd.	60,000	\$50 all	\$80, buyers	5 p.c.	
Hongkong & Wharves & Dock Co., Ltd.	50,000	\$50 all	\$60, buyers	3 p.c.	
New Amoy Dock Co., Limited	10,000	\$6 1/2 all	\$8 1/2	7 1/2 p.c.	
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 61		
Shai, Dock and Engineering Co., Ltd.	76,000	Tls. 100 all	Tls. 94, sellers		
Green Island Cement Co., Limited	400,000	\$10 all	\$6.15, buyers	4 p.c.	
Hongkong Electric Co., Limited	80,000	\$10 all	\$42, sellers	5 p.c.	
Hongkong Hotel Company, Limited	20,000	\$50 all	\$123 1/2		
Manila Metropole Hotel, Limited	15,000	P. 10 all	P. 34, buyers	5 1/2 p.c.	
Hongkong Ice Company, Limited	5,000	\$25 all	\$190, buyers	9 1/2 p.c.	
Hongkong Ice Manufacturing Co., Ltd.	60,000	\$10 all	\$22 1/2, buyers		
Hongkong & South China Steamship Co., Ltd.	15,000	\$8 all	\$2		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	5/- all	8/-		
<b>INSURANCE.</b>					
Canton Insurance Office Co., Limited	10,000	\$250 all	\$310, div. buy.	6 p.c.	
China Fire Insurance Co., Limited	20,000	\$100 all	\$145, buyers	6 1/2 p.c.	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$368 1/2, buyers	7 1/2 p.c.	
North China Insurance Co., Limited	10,000	\$15 all	\$4, buyers	6 1/2 p.c.	
Union Insurance Society, Limited	12,400	\$250 all	\$765, buyers		
Yangtze Insurance Association, Ltd.	12,000	\$100 all	\$194, @ 12 1/2		
<b>LANDS AND BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$112, sal. & buy.	6 1/2 p.c.	
Hongkong Land Reclamation Co., Ltd.	5,000	\$100 all	\$200		
Hongkong Land Reclamation Co., Ltd.	150,000	\$10 all	\$7 1/2, sal. & buy.	5 1/2 p.c.	
Hongkong Land Reclamation Co., Ltd.	6,000	\$50 all	\$44	7 p.c.	
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50 all	Tls. 92, sales		
Shanghai Land Investment Co., Ltd.	12,500	\$50 all	\$72 1/2, buyers	5 1/2 p.c.	
West Point Building Co., Limited					
Maekelapatti, Ltd. (Mits. Bank-on)	25,000	Gds. 10 all	Tls. 51, buyers		
Landow exploitation in Langkat					
<b>MINE.</b>					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$2 1/2, sellers		
Hongwood Tin and Rubber Estate, Ltd.	82,000	\$1 all	\$3, sellers		
Ramb Australian Gold Mining Co., Ltd.	20,000	\$1 all	\$1 1/2		
Trough Mines, Limited	160,000	\$10 all	\$10, buyers	7 1/2 p.c.	
Peak Tramways Co., Limited	50,000	\$10 all	\$0.93, sellers		
Philippine Co., Limited	75,000	\$10 all	\$5		
Palpas et Papeteries de Tonkin Societe d'	12,200	\$50 all	\$20, sellers		
<b>REFINERIES.</b>					
China Sugar Refining Co., Limited	20,000	\$100 all	\$79, buyers	3 p.c.	
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$28		
<b>STEAMSHIP COMPANIES.</b>					
China and Manila Steamship Co., Ltd.	30,000	\$5 all	\$1, sellers	5 p.c.	
Douglas Steamship Co., Limited	20,000	\$5 all	\$27	7 1/2 p.c.	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15 all	\$67 1/2, L'dos	6 p.c.	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25 all	\$27, 10s	3 1/2 p.c.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$103 1/2, buyers		
Star Ferry Company, Limited	4,000	\$10 all	\$48, sellers		
South China Morning Post, Limited	6,000	\$25 all	\$20		
Swan Landry Company, Limited	20,000	\$5 all	\$4.60, buyers		
<b>STORES AND DISPENSARIES.</b>					
Powell, Wm., Limited	15,000	\$7 all	\$4 1/2	4 p.c.	
Watson & Co. A. S. Limited	50,000	\$10 all	\$8, sellers		
Union Waterboat Co., Limited	50,000	\$10 all	\$20, sellers	5 1/2 p.c.	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7 1/2 p. annua	Par.

VERNON & SMYTH, Share Brokers.

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**EGYPTIAN CIGARETTES**

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

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**STERILIZED NATURAL MILK,**

IS SIMPLY PURE, FRESH MILK.

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out of the tin like Best Quality FRESH MILK.

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The quality is ALWAYS UNIFORM. GUARANTEED ABSOLUTELY PURE. OBTAINABLE AT ALL STORES.

**KEEP COOL!**

IT'S QUITE EASY EVEN IN THIS WEATHER, IF YOU INSTALL A "FREEZOR FAN"

3 SPEEDS VARYING FROM A GENTLE BREEZE TO A TYPHOON.

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"If a man can write a better book, preach a better sermon or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beeline track to his door."—EMERSON.

**AMSTEL PILSENER BEER.**

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